

The Hongkong Telegraph.

(ESTABLISHED 1881.)
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WEATHER FORECAST
FINE
Barometer 30.18

November 18, 1913, Temperature a.m. 67, p.m. 74; Humidity...70, 51.

November 18, 1913, Temperature a.m. 70, p.m. 79; Humidity...81, 61.

WEDNESDAY, NOVEMBER 19, 1913.

三拜禮 號九十月一十英曆

\$36 PER ANNUM
SINGLE COPY 10 CENTS.

9,252 晚二廿月十年丑癸

TELEGRAMS.

SOUTH AFRICAN STRIKE.

A SERIOUS OUTLOOK.

Reuter's.
[Service to the "Telegraph."]
London, Received Nov. 18.

A telegram from Durban to the British Indian Society's Committee in London states that the situation arising out of the strike of Indians in sympathy with the South African Immigration Act is getting most serious.

The difficulty experienced in feeding and keeping order is increasing every hour, and the active intervention of the Imperial and Indian Governments is necessary lest greater hardships ensue.

Already one Indian is dead as the result of fogging.

Press Opinion.

The evening newspapers, in editorials on the matter, dwell on the extreme gravity of the position in Natal and the likelihood of serious unrest in India unless the trouble is quickly ended. All realise the fears of the whites in South Africa, who are determined to maintain the European standard of living, but urge the imperative need of the speediest remedy of the present position.

The Westminster Gazette emphasises the Imperial Government's grave concern at the position, and says India will never believe that the Imperial Government is unable to persuade the Union Government to accept the Imperial view. It appeals to Bher and Britain, especially the latter, who are claiming to be good Imperialists, to help in this emergency, which is a real and serious test case of the Empire. It urges the withdrawal of the 23 tax, immigration restriction within the Union, and says the Indian leaders must keep the strikers within bounds.

OBITUARY.

MME. MATHILDE MARCHESI.

London, Received Nov. 18.

The death is announced of Madame Mathilde Marchesi, the noted teacher of singing.

[The deceased, who was born at Frankfurt in 1826, made her debut as a singer in 1844, and among the many noted pupils which have been trained by her may be mentioned Ilma, di Murska, Etelka Gerster, Gabrielle Kraus, Wilhelmine Tremelli, Galli-Marie, Emma Calve, Emma Eames, Sybil Sanderson, Melba, Emma Nevada, Blanche Marchesi (her daughter), Ellen Gulbranson and Ada Crossley.]

DIAMOND WORKS ENTERED.

JEWELS WORTH £12,000 STOLEN.

London, Received Nov. 18.
Reuter's correspondent at Brussels states that two robbers broke into Klippner's diamond-cutting works, bound the watchman and stole diamonds to the value of £12,000.

The watchman has been arrested. He says he was asleep when the robbers entered.

Lending a Name.
"Waiter," asked the impatient customer, "do you call this an oyster stew?"

"Yes," replied Mr. Erasmus Pinkley.

"Why, the oyster in this stew isn't big enough to flavour it."

"He wasn't put in to flavour it, sah. He is jes' supposed to christen it."—Washington Star.

TELEGRAMS.

HOME RULE.

"TIMES" REPORT DENIED.

Reuter's.
[Service to the "Telegraph."]
London, Received Nov. 18.

The Daily News states that there is no foundation for the statement made in the Times regarding the Government's Home Rule proposals. No such proposals were made or could be made. There could be no surrender on the fundamentals of the Bill, whereof the unity of Ireland was one.

The Daily Chronicle is equally emphatic.

The Daily Telegraph is officially informed that the Cabinet has not arrived at any decision on the subject of the proposals to be made, and the Opposition leaders have received no communication whatever.

TIMBER IN CHINA.

Favourable Prospects for Export Trade.

All over Northern China, says a recently-issued report on the timber resources and trade of that country, the forests have been destroyed. There exist only a few groves near the churches or tombs, and partly also round the fields. All the same, one cannot say that China is quite devoid of trees. To the south of the River Yangtze, in the mountain regions, the original forest has been preserved, abounding in rich varieties, chiefly hard woods. What extent of area is occupied by these forests it is impossible to define, for they have never been investigated; but the forests here are not only sufficient to satisfy the requirements of the local population, but they are exploited for the purpose of supplying a considerable portion of North-Eastern China with working wood and fuel, as well as the foreign colonies in China, and some neighbouring countries. Of the botanical composition of the timber plantations of China information is quite lacking, or almost so. Besides the sorts which yield building wood, we can indicate here the growth of timber, which is of great commercial value, such as the varnish tree, the wax palm, the mulberry tree, etc. The richest area in trees is Manchuria, where the most plentiful varieties are the pine, the cedar, the larch, the fir, the yew, the oak, the ash, the elm, the walnut, the amaranth, the birch, the lime, etc.

The timber wealth of Northern Mongolia consists of pine, fir, elm, holly, oak, walnut and willow. In Eastern Turkestan the chief features in the forest wealth of the land are birch, pine, fir, larch and poplar. But respecting Tibet, it is known that the leading trees are in its south eastern part, and are the pine, fir, cedar, elm, holly and several forms of willow. In view of the destruction of timber over great expanses of land and the growing demand for timber goods, which are continuously raising in price in some of the Provinces of China, the systematic cultivation of timber has already been resorted to on a comprehensive scale in parts that have escaped from unsystematic felling. It may be hoped that with a rational organisation of the timber business China may become a great exporting market, as it is difficult to find a place on the face of the earth where the conditions for producing other than acicular trees are so favourable. The foundation of timber cultivation in China is already laid. But meantime the country is in sore need of imported wood.

TELEGRAMS.

CONSUL TO CALAIS.

A NEW APPOINTMENT.

Reuter's.
[Service to the "Telegraph."]
London, Received Nov. 19.
Mr Thurston, secretary to Capt. F. R. Barton, First Minister at Zanzibar, has been appointed British Consul at Calais.

China's Timber Needs.

The principal areas in China where timber is called for are the centre and north, for there the forest lands have been practically laid bare. The most important requirements in foreign-grown wood consist of various soft kinds, such as Oregon pine, Californian red wood, fir, Japanese and Korean pine, cedar, sapan, lime, poplar, etc. The value of soft

wood recently imported was as follows (in lan):—2,502,819 in 1911, 2,051,592 in 1910, 2,472,052 in 1909 and 3,404,909 in 1908, chiefly from Japan, Formosa, and from the United States of North America, in fact, almost entirely from the countries named. The timber exports valued 14,084 lan, 18,777 lan, 5,428 lan and 17,568 lan in 1911, 1910, 1909 and 1908 respectively. The value (again in lan) of hard wood imported in the series of years quoted was as follows:—1,575,477 in 1911, 1,976,971 in 1910, 1,597,239 in 1909, and 1,563,980 in 1908, and the corresponding exports of hard wood made 48,614 lan in 1911, 48,485 lan in 1910, 7,974 lan in 1909 and 12,860 lan in 1908. Here it may be observed that about half of the hard wood imported into China comes from Japan. Considerable quantities were received from Hongkong, Singapore, Australia and from the Philippine Islands. Russia's share of the business is insignificant.

Importations.

China is an importer of large quantities of sandal wood. The value of such imported in the year 1911 was 930,766 lan. The greater part (seven-eighths) of this comes from Hongkong. Then there is a considerable import movement in stumpy timbers, such as pit wood, which last named in 1911 valued 895,535 lan. The importation of furniture and timber goods for making furniture valued 760,610 lan in 1911. European and Asiatic Russia's share in this business is a growing one, and was represented by a value of 58,000 lan in 1911. Manufactured timber goods, independent of furniture and machinery parts, were imported in 1911 to the value of 230,086 lan.

The importation of matches into China is very large, and greatly exceeds in value that of both hard and soft woods as well as various wood products taken separately. The total importation of matches valued 5,303,372 lan in 1911, 5,294,539 lan in 1910, 5,380,676 lan in 1909, and 5,168,520 lan in 1908. The corresponding export figures are hardly worthy of mention. Japan is the largest provider of the matches. The value of wood pulp imported in 1911 was 130,157 lan chiefly from Great Britain, followed by Sweden, Norway, Germany, etc.

The total of native wood exported, including roundwood, poles, posts, bawn beams and sawn wood of all kinds, through open ports, for distribution in the country, or for foreign lands, valued 4,992,675 lan in 1911; the shipments abroad valued 1,845,623 lan. China exports a considerable quantity of firewood and timber manufactures, such as furniture, and particularly bamboo, with manufactures thereof.

TELEGRAMS.

BOXING.

LANGFORD BEATEN.

Reuter's.
[Service to the "Telegraph."]
London, Received Nov. 19.

Reuter's correspondent at Boston states that "Gunboat" Smith was awarded the decision over Sam Langford, the coloured fighter, at the end of a twelve rounds' contest.

In the early rounds Smith was aggressive, Langford making no serious defence.

Smith then weakened and the negro belaboured him with right and left to the body.

At the finish Smith tired, while Langford was still fresh.

Many spectators were surprised at the decision.

THE CAMBRIDGESHIRE

Success of Another Outsider.

Following is the Times description of the Cambridgeshire:—There is no more popular race throughout the year than the Cambridgeshire. This race and the Cesarewitch attract to Newmarket crowds never seen on other days, even when the Two Thousand Guineas is contested. It may be doubted whether the attendance was even more numerous, and not only did the King in person, but the Queen made a first appearance, on the Heath. Happily the weather remained fine, though the course was somewhat sticky after the recent rain.

The 18 starters were drawn up in line, the white advance flag hoisted, and the starter's assistant busy giving what help he could to jockeys whose mounts were troublesome. Of these Sir John Kell's Santair was the worst.

At the Buses, a landmark always noted in this race and the Cesarewitch, the green and pink stripes on Maiden Erlegh were being carried so well that the enthusiasts whose exuberance is not to be restrained already announced that he had won; but in a few strides he began to lose his place. Mr Hulton's pale blue and orange hoops on Fairy King, a sufferer at the start who had attempted hastily to make up lost ground, were also dropping back, and it had become evident that Mr Dresden's canary, green cap, was not to be first or second, or even third: the 8st 6lb. was too much. The jackets which were now conspicuous were those which no could have anticipated seeing, and spectators realized that the Cambridgeshire was to end, as with rare exceptions all the principal races of the year had ended, in the victory of an "impossible" horse.

The black and yellow sleeves of Lord Harewood on Cantilever—ridden by a stable boy—and the Cambridge blue, cerise sash, of Mr J. G. Wilson on Cheerful were well in front and apparently inseparable as the post was nearing, incredible as it seemed. Cantilever had a head the better of a hard fight, Santair being a couple of lengths away third.

This was not quite the end, for to the general surprise rumour of the too familiar objection was confirmed by the display of the board which announces that the judge's verdict may not be final. No one appeared to have seen anything in the course of the race to justify a protest against the winner, and a statement was soon made to the effect that the objection had been withdrawn by leave of the Stewards.

A Chinese Loan in Austria.
Two financial institutions in Vienna have concluded a £2,000,000 loan to China in Six per Cent. Treasury bonds.

TELEGRAMS.

THE GOLD ROBBERY.

EXAGGERATED REPORTS.

Reuter's.
[Service to the "Telegraph."]
London, Received Nov. 18.

Reuter's correspondent at Paris says the first accounts of the alleged robbery of forty boxes of gold while en route to the Ottoman Bank, Constantinople, are exaggerated.

Only two ingots were stolen, together valued at £1,840.

P. AND O. DISPUTE.

Higher Pay Granted to Officers.

The Times Weekly Edition of Friday, October 31 states:—The greatest interest was caused by the announcement last Friday that most of the officers in the vessels of the Peninsular and Oriental Steam Navigation Company at present in British ports had resigned their posts. There are about 40 officers of the company at present in this country, of whom 30 handed in their resignations, and the remainder have undertaken not to take the places of their colleagues. The number of the resignations represents, of course, only a small proportion of the officers employed by the P. and O. Company, whose steamship services are world-wide. The company's fleet consists of over 75 vessels, with probably about 450 officers, but it is stated by the Imperial Merchant Service Guild, which represents the officers in this matter, that the others share the views of those who have already resigned. The chief reason for the resignations is the inadequate scale of pay compared with that of other leading steamship lines.

It was at first intended to refuse to sail in any of the company's vessels from Saturday, but in order not unfairly to handicap the directors in the staffing of the Sicilian, which left Tilbury on Saturday, it was decided to suspend the notices till Monday. The action taken is the result of a very long agitation, and the officers state that they despaired of obtaining any redress without resorting to the present drastic step, which they wished to avoid.

In a statement issued to the Press the Imperial Merchant Service Guild announce that the officers of the P. and O. Company have exhausted all other means of adjusting their grievances, both by representations individually and through the medium of the Guild. Pay in the P. and O. is declared to be infinitely worse than in any of the other large lines, and no definite provision is made for old age, with the result that promotion is stagnant. There are officers of 10 years' seniority who are receiving £10 a month, which is simply a "tramp" wage for second officers, and many of the junior officers are uncertificated men.

The attitude of the company was explained in a statement issued by Mr. F. J. Abbott, the secretary. He stated that the company had never in the course of their career received any representations from their officers regarding the condition of service. In the spring of this year important modifications had been made in the scale of remuneration. For 60 years the company had paid half the premiums, amounting to £10,000 per annum, of their compulsory scheme of life assurance and superannuation, and apart from that system they had never allowed a commander or engineer to be retired after long service without giving him a pension.

In a further statement issued on Monday the company stated that they had never refused to receive representations from their

TELEGRAMS.

FAR EASTERN SHIPPING.

A NEW SERVICE.

Reuter's.
[Service to the "Telegraph."]
London, Received Nov. 18.

The shipping firms, Alfred Holt, and Gellatly, Hankey and Company, jointly start on January 4 next a new four-weekly service to the Far East, running via Hamburg, Glasgow, Swansea, and Birkenhead to Vladivostok and Nikolaievsk.

officers as to their pay or position, but they declined to allow outsiders to dictate to them in a matter of the kind. The statement concluded with the announcement that, provided the officers did not carry out their threat of resignation, the directors would take no further notice of the incident.

Resignations Withdrawn.

The dispute was settled on Wednesday after conferences held at the offices of the company, Leadenhall-street. The settlement was announced in the following official statement issued on Wednesday evening:—

A deputation of the company's officers and their representatives met a committee of the directors at the company's office this afternoon, and a satisfactory settlement of all outstanding difficulties their arrived at. All the officers have withdrawn their resignations and have now returned to their ships.

The conferences were the outcome of an invitation extended to the officers by the directors of the company. The 30 officers who waited on the directors in the morning were accompanied by Captain T. V. Walker, chairman of the management committee of the Guild, and Mr. T. W. Moore, secretary. At this conference there was a full board of directors, presided over by Sir Thomas Sutherland, the chairman of the company. The meeting lasted about 45 minutes, but a settlement was not arrived at, the deputation, it is understood, rejecting a conditional proposal made by the board. The officers then adjourned to the headquarters of the Guild in Billiter-avenue, and while they were considering their position a communication was received from the directors expressing willingness further to discuss the points at issue. In the afternoon Capt. Walker, Mr. Moore, and a committee of officers again waited on the board, and after a further conference, lasting about an hour, the agreement referred to above was reached. Many of the officers left immediately afterwards to pack up and rejoin their ships.

The Company's Concessions.

We learn from an unofficial source that the agreement, which will affect 450 officers, will take effect on November 1. The two concessions which are most cordially welcomed by the officers are those affecting their salaries and leave of absence. The point raised by the Guild as to salaries was that in the P. and O. service there were officers of 10 years' seniority who were paid not more than junior officers in other large lines—£10 a month. This grievance, it is understood, has been removed, and satisfactory arrangements have been made as to extra and Sunday work. The directors have also dealt in a liberal manner with the question of leave, and have made arrangements for facilitating the granting of adequate relief.

The departure of the Arcadia, which was due to leave Tilbury on Wednesday with 350 passengers and mails for India, has been postponed until to-day. The Malwa, with mails and passengers for Australia, will also leave to-day.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

The situation in Natal over the strike of Indians is getting most serious.

The death is announced of Madame Mathilde Marchesi, the noted teacher of singing.

"Gunboat" Smith has been awarded the decision in a fight with Sam Langford at Boston.

The first accounts of the Paris gold robbery were exaggerated; the total loss amounts to £1,840.

Mr. Thurston, secretary to Capt. Barton, First Minister at Zanzibar, has been appointed British Consul to Calais.

Two robbers broke into Klippner's diamond-cutting works at Brussels and got away with jewels valued £12,000.

The Daily Telegraph is officially informed that the Cabinet has not yet arrived at a decision on the subject of the Home Rule proposals.

The shipping firms of Alfred Holt, and Gellatly, Hankey and Co., are jointly starting on January 4 next a new four-weekly service to the Far East.

The Daily News says there is no foundation for the statement made regarding proposals by the Government for a settlement of Home Rule by consent.

LOCAL.

A report of the Sanitary Board meeting appears in this issue.

A local Chinese firm is reported to have failed for one million and a half dollars.

The November Criminal Sessions were continued to-day. The accused in the harbour tragedy were found not guilty and discharged.

Ricksha Coolies Fined.

There was a big batch of ricksha coolies brought before the Magistrates at the Police Court, this morning, for not having licenses, all from West Point. When Inspector McDonald was asked by his Worship (Mr. Wood) if the police were getting more active or whether there was a big number of coolies of late who had no licenses, the Inspector replied that most of the coolies lived in West Point District. Mr. Wood fined the offenders \$3 each. Some who were brought before Mr. Hazeland for similar offences were fined \$5 each.

Missing Money.

Sergeant Murphy charged a man at the Police Court, with selling opium unlawfully, but the case was dismissed by Mr. Wood through insufficient evidence. It appears that the sixty odd dollars furnished by the police for the opium could not be found and has not been found since.

DON'T FORGET.

TO-DAY.

Harmston's Circus—9.15 p.m.
Victoria Theatre, 9.15 p.m.
Bijou Theatre, 9.15 p.m.

TO-MORROW.

Harmston's Circus—9.15 p.m.
Victoria Theatre, 9.15 p.m.
Bijou Theatre, 9.15 p.m.

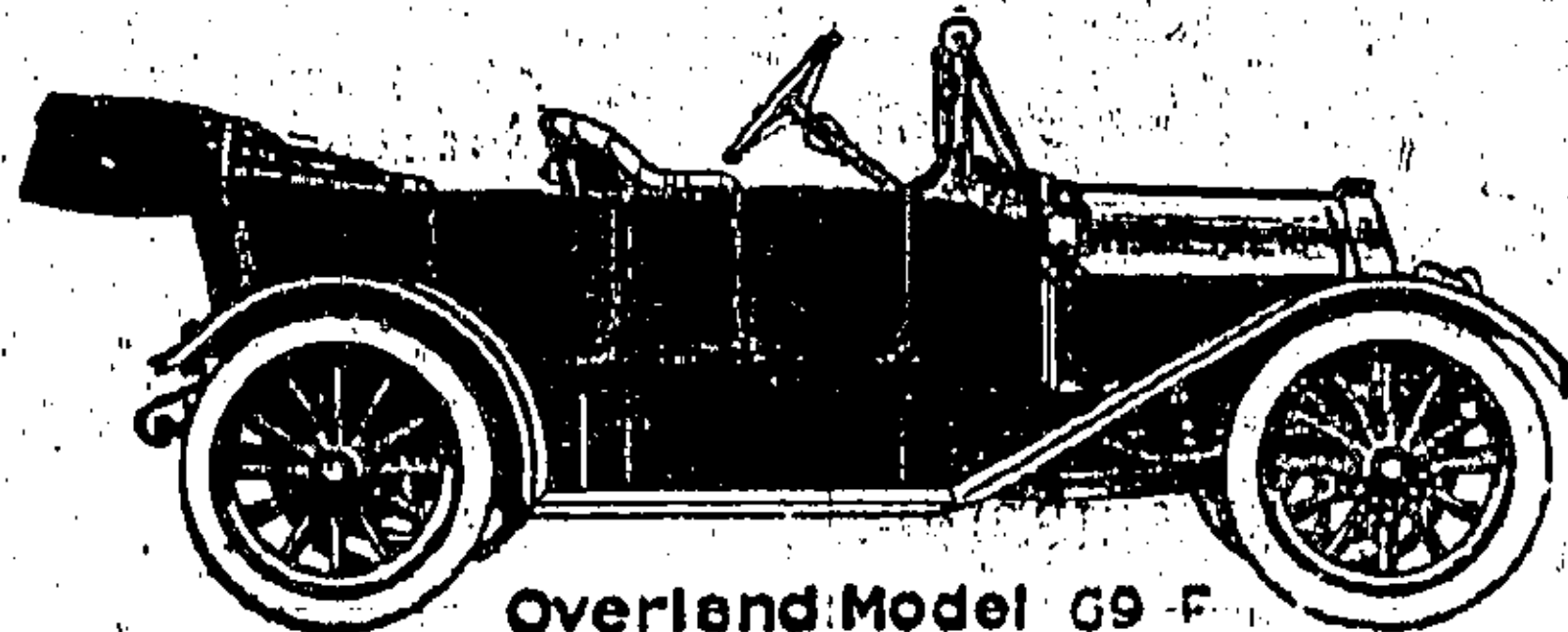
Friday, November 21.
Auction of Old Chinese Porcelains at Sales Rooms, by Messrs Hughes and Hough 2.30 p.m.

Auction of Suit lengths at Sales Rooms by Mr. G. P. Lammert, 2.30 p.m.

Fire Brigade Display—4 p.m.

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Those who intend learning the Chinese language are requested to write to "Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor, Hongkong, 29th Jan., 1912.

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ASTHMA
CAN Be Cured.

THEN why be half suffocated, and sit up all night coughing and gasping for breath when a SINGLE dose of
NOBBS' ASTHMA CURE

will give you certain, prompt relief and ensure a good night's rest? This, the only genuine cure for Asthma, discovered by Mr. NOBBS, a qualified Chemist, and a sufferer for many years, will, if taken when necessary, effect a radical cure of this erstwhile insupportable malady.

Obtainable at Messrs. A. S. WATSON & Co., Ltd. and all Chemists and Patent Medicine Vendors.

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GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT

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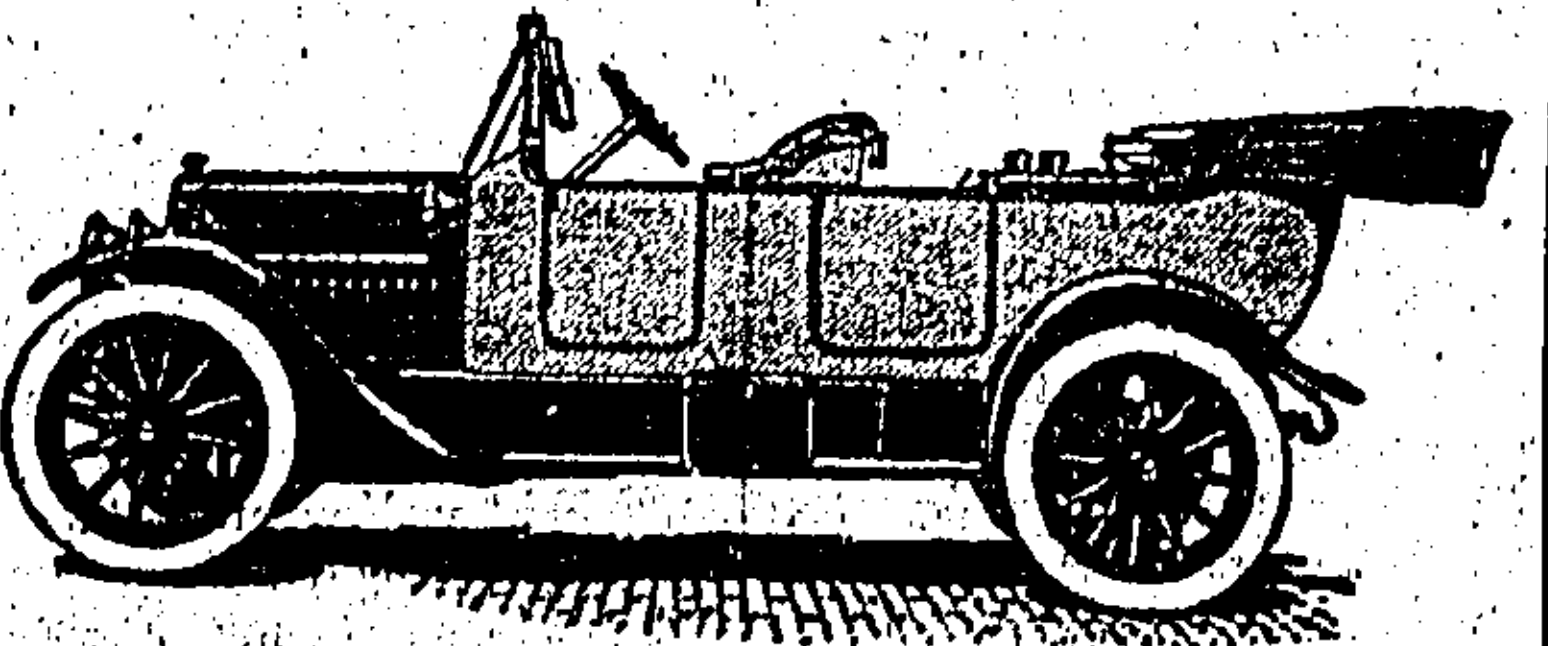
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F. REICHMANN, PROPRIETOR [25]

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Hongkong, 1st Feb., 1912. [15]

MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1013.

Developing, Printing & Enlarging

Hongkong, 19th July, 1913.



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Perfect sanitation being so necessary for health, disinfection is imperative. Make a practice of using IZAL every day—just a TRIUMPH OF CONCENTRATION. little, diluted with water—pouring it down drains, sinks and w.c.s, and sprinkling it in dustbins or other harbours of dirt. Get IZAL, because it positively kills disease germs, stops infection and instantly removes bad smells.



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1864.

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OIL: CONTEMPORARIES.

South China Morning Post.

Mexico and China. The similarity of conditions which existed in Mexico in 1876 to those which obtain in China to-day must be apparent to even casual observers. Both survived troublous times, and both when on the verge of collapse found their saviour at an opportune moment. During his first administration there was much objection and opposition to Porfirio Diaz and he was constantly employed in quelling revolts and soothing fractious parties. It was not until he announced his dictatorship that any measure of peace was attained, or any advancement made. The position of Yuan Shih-kai has been almost identical; he has been placed at the head of affairs by a turn of the wheel it was impossible to foresee; and has succeeded in restoring the confidence of the Powers in (him) when it seemed an almost impossible task. Huerta might, with the assistance of the Powers—or even with their moral support—become a second Diaz or another Yuan Shih-kai, but the United States hides the light of its countenance and his task is therefore doubly difficult.

London Press.

Japanese Finance.

An analysis of the official statistics shows that the Army and the Navy between them now absorb about 33 per cent. of the total revenue, and finance absorb about 40 per cent. The moral that the Economist draws from these figures is the obvious one, that if Japanese credit is to be restored a policy of retrenchment must be seriously pursued and the burden of the national debt lightened with all speed. "A nation in the stage of development in which Japan finds herself at present (with an income tax rising to 22 per cent.) cannot afford to use credit extravagantly for military and naval purposes, cannot afford to live on borrowed money, cannot afford to leave her debt at its present level. The industrial development of the people will require all the credit, all the foreign capital, all the money markets of the world can supply, and a policy of reckless borrowing and military aggression will not merely direct that capital into unproductive channels, but dry up the stream of credit at the source, and year by year increase the difficulty of finance. The fall in Japanese bonds is a grave warning, and the politicians of Japan may feel certain that without serious and successful attempts at economy their country's credit cannot improve in the European markets."

China Mail.

Business Hopes in Mexico. So much has been heard of the injury to business caused by the disorder in Mexico that an attempt to set forth the actual extent of the damage done is most welcome, says the Literary Digest (New York). United States consular officers have, of course, made reports regarding various localities, but it has remained for the National Association of Manufacturers to conduct an investigation covering practically the entire country. The work was done, we read in the October American Industries, by correspondents of the Association who are impartial residents familiar with the conditions not only of their immediate localities, but of the surrounding territory. They were asked to report on the present condition of business, particularly what business failures had taken place in their communities; to what extent local business men were restricting credit, and to what degree foreign creditors were accommodating their debtors; whether the increase in the prices of goods had corresponded to the rise in exchange, and what the business prospects were for the near future. The results of the inquiry, according to the organ of the Association, show that the gold resources do not permit the Government to maintain the Mexican peso at its former exchange value.

For a good solid meal of the Carver or Table D'Hôte with Wines & Liquors of the Best ALEXANDRA CAFE.

GENERAL NEWS.

Balacava Survivors.

Contrary to the usual belief, the late Sir George Wombwell was not the last surviving officer who rode in the Balacava Charge. General John Hart Dunne, who was himself at Balacava, although he did not take part in the charge, writes to the *Times* to say that he has only recently heard from Captain Percy Smith, who was in the 13th Light Dragoons at the time. Captain Smith galloped to the guns and back without being able to use his sword, owing to an accident.

Post and Pressmen.

Mr. Alfred Noyes, who is about to leave for a lecturing tour in Canada and the United States, has already suffered at the hands of American reporters. When Mr. Alfred Austin died, various Transatlantic journalists endeavoured to obtain an interview with Mr. Noyes, who declined to talk, whereupon they gave out the statement that he was suffering from neurasthenia, to which he has fortunately always been a stranger. He is now asking his friends to accept with some reserve any statements regarding his health that may be made during his present tour.

Female Burglar.

Although the "gentleman burglar," according to Professor Bertillon and other authorities, is a figment of the novelist's imagination, popular conception of the burglar as a low-browed, villainous individual with a jenny is also not always correct. One of the fraternity just sentenced to three months' hard labour at Sunderland is known by the sobriquet of "the female burglar," owing to his fondness for woman's attire. When arrested on the last occasion he was in his habitual "working costume."

Cold Storage.

M. Charles Tellier, whose death is announced in his 87th year, was the inventor of cold storage, and like many great inventors, failed to reap and very substantial pecuniary reward. About a year ago he was found to be living in penury, and funds were raised for his maintenance, a total of some £4,000 being collected or promised. But, according to accounts published recently, there appears to have been a hitch in the distribution of the money, and by an irony of fate it was only announced a couple of days ago that the inventor was definitely safeguarded from future want.

A Historic House.

Isaac Newton's house in St. Martin's-street, which is about to be demolished, is associated with other celebrities. After the death of the philosopher, it was occupied by Dr. Burney, who himself won renown as a musician, and is still better known as the father of Fanny Burney, afterwards Madame d'Arbigny, the author of "Evelina." Some years ago the house was saved from a threatened attempt at demolition, but its insecurity is now so pronounced that its razing to the ground is considered essential.

Governor of Victoria.

Sir John Fuller, who has just met with a rather serious accident, has been Governor of Victoria since 1911. From 1894 to 1895 he was A.D.C. to the Viceroy of India, and from 1900 until his Victorian appointment he represented the Westbury Division of Wiltshire. Prior to that he had taken part in numerous elections, contesting Chippenham, Bath, and Salisbury. Sir John was at one time a Junior Lord of the Treasury, and has also been Vice-Chamberlain of His Majesty's Household.

France's Commander-in-Chief.

General Joffre, the man of the moment in France, is only known by name to the majority of his countrymen, as was the case when he was appointed Commander-in-Chief a couple of years ago. He is one of the strong men who "do not advertise," and the wisdom of the appointment is now generally apparent. General Joffre, who is in his sixty-second year, joined the Army during the Franco-Prussian War, when he was only eighteen, has aided in the reorganisation of Madagascar, and fought in Indo-China. He has been described as having "a good head for a watchdog," calm, but always ready to bite.

SERVICE NOTES.

Army: Airships for the Navy.

For some time past a rumour has been current in aeronautical circles that the small airships at present belonging to the Army are to be handed over entirely to the Navy, which would use them for training purposes.

If this decision has been arrived at, the secret has been well kept. There is a good deal to be said on both sides of the question. From the point of view of aeronautical development the concentration of airships in the Service which has the least difficulty in extracting money the Treasury is likely to result in freer expenditure on this form of aircraft than might otherwise be the case. There is also the obvious consideration that aerial, like marine, navigation lies more naturally within the province of the sailor than of the soldier. On the other hand, there are many soldiers, not only in England, but abroad, who consider airships as indispensable an adjunct to land operations as aeroplanes. If the transference is decided upon there remains the question whether the headquarters of the airship branch, with its sheds and workshops, is not more safely situated at a considerable distance inland than at a point where it would be more easily open to attack from over the sea.—*Times*.

Parachute Descent by an Officer.

Major E. M. Maitland, Essex Regiment, a squadron commander of the Military Wing of the Royal Flying Corps, early the other morning made a parachute descent from the Army airship Delta at Farnborough.

The airship was at a height of 1,800 ft. when, with her nose in a cloud, she came to a halt, and the parachute, with the officer holding a bar and supported by a band, was cast off. Almost immediately the parachute expanded, but it developed a swaying movement which, before he had dropped 1,000 ft., sent Major Maitland swinging from end to end of a full semi-circle with a radius of about 30 ft. The sway was helpful, however, rather than otherwise, for while the parachute fell ultimately into the deep water of Gove Reservoir, the swing left the major in the shallow water at the edge none the worse for his descent. The experiment was quite a private one and formed no part of the training work of the corps; nor is the introduction of this form of descent into the work contemplated. Major Maitland has long been wishing to try the experiment to satisfy himself on certain points, and his success has achieved its object.

Limits of Duty.

Does the duty of military obedience override all duty of a man towards himself? asks the *Globe*. If so, it may be asked whether there has ever been or exists upon earth any tyranny, ecclesiastical or political, comparable to the military one. We admit the awkwardness of dividing a question which goes to the very root of obedience and discipline. A soldier, Sir James Turner, in his military treatise "Pallas Armata," of 1833, argues that soldiers whose original service began for a just cause, and who are constrained by their military oaths to continue in service for a new and unjust cause of war, ought to desert and suffer anything before they draw their swords against their consciences in an unjust quarrel. Admiral Keppel steadily declined to take part in the War of American Independence because he deemed the mother country's cause a bad one. We readily admit that it is almost impossible to allow the Navy and the Army to decide upon the propriety of the expeditions in which they are ordered to engage. But if, by injudiciousness, they are forced to turn, as in the case of James II. and his army, and possibly in our day, in Ulster, against their countrymen, the blood be on the heads of those who make such contingencies possible.

The Army in Egypt.

We understand that, in spite of the advice of Lord Kitchener, the Government has decided to increase the Army of Occupation in Egypt only by one battalion. At present the British garrison consists of one cavalry regiment, one battery R.E.A., three mountain batteries, two

field companies R.E., five infantry battalions, including one at Khartoum, with the usual proportion of Army Service, Royal Army Veterinary, and Ordnance Corps. With the additional battalion the British garrison will amount to about 7,000 men, or 3,000 short of what it was after Arabi's rebellion in 1882. The Sudan is, of course, quieter, but a great increase of territory has been added, and the population is a warlike and fanatical one. Responsible opinion is convinced of the inadequacy of adding but one British battalion to the garrison, in view of possible eventualities, and of the aspirations of the young Egyptian party.

Forced Marches.
Creditable as was the march of 37 miles in 12 hours made by the 10th French Infantry in their recent manoeuvres, it is worth recording that the 1st Battalion Royal Scots last year did 33½ miles in India in 12 hours without a man falling out. But General Crauford's forced march with his famous Light Division to Talavera during the Peninsula War has, if accurate, never yet been beaten. Napier credits these splendid soldiers with having covered over 92 English miles under the burning rays of a Spanish sun in July, each man carrying from 50 lb. to 60 lb. weight, and of the entire division only 17 stragglers were left behind. In 28 hours Crauford reached the battlefield. The late General Sir George Colley, however, threw the gravest doubts on this celebrated march, which he put at 40 miles, not 92, and he further pointed out that the distance between the places given makes the march one of 82 miles, a still more remarkable feat. It is certain that no finer fighting men ever trod the earth than Crauford's light troops. They were capable of any feat of endurance.

Territorial Cadets.

There seems very good ground for the prevailing dissatisfaction with the Government treatment of the cadet units associated with the various Territorial Associations. The movement is, unfortunately, not as popular as it might be, because of the ill-advised system which embraces, as cadets, really fine battalions, such as may be seen in London and Edinburgh, with ununiformed and unarmed industrial-school corps. The authorities refuse to affiliate the best corps to the Regular regiments, and insist on their subjecting themselves to Territorial units. Cadets have to pay for their arms, bayonets, belts, frogs, and alings which never even become their own property. They pay for their ammunition, and the transport of their equipment, while the process of obtaining these various necessities is accompanied by unnecessary red-tape and circumlocution. And, finally, the best corps, unless affiliated to a Territorial unit, is not even included in the Army List. This is, we are assured most strongly resented.

24 NEW K.C.s

The King has approved, on the recommendation of the Lord Chancellor, of the following for appointment to the rank of King's Counsel:

Frederick Sims Williams.
James Cranston.
James William Greig, C.B., M.P.
George Thorn Drury.
William Josiah Diston.
Heber L. Hart.
Sylvain Mayer.
Thomas Arnold Hertert.
Rhys Williams.
Frederick Herbert Mingham.
Roger Bernard Lawrence.
Thomas James Cheshyre Tomlin.
Joseph Randolph Randolph.
John Anthony Hawke.
Ferdinand Philip Maximilian Schiller.
Roland Edmund Lomax Vaughan Williams.
Herbert Nield, M.P.
Ernest Bruce Charles.
Joseph Bridget Matthews.
Charles James Mathew.
Walter George Salis Schwabe.
Cyril Atkinson.
Thomas Charles Pilling Gibbons.
George Hay Morgan, M.P.

If you have lost your appetite one of the big variety of dainty dishes at the ALEXANDRA CAFE is sure to tempt you.

Prepaid Advertisements

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FOR EACH INSERTION.

TO LET.

MEIRION, Nos. 9 & 10, Peak, unrefined, 6 Rooms. Cheap Rental from 1st December, newly painted and colour washed. F. GATE, Austin Road, Kowloon; unfurnished.
No. 68 Peak, Mount Kell-t, Church Mission Society Bungalow from 1st October, 1913, till 30th May, 1914, partly furnished. Cheap rent.

FOR SALE or TO LET.

(From 1st November, 1913.)
No. 1 Gough Hill, No. 103 Peak. Bungalow containing drawing, dining and smoking rooms and five bedrooms. With ground for Tennis-Court.

FOR SALE.

HARTING and ROGATE, on part of Kowloon Inland Lot 1154. Apply to
LINDSEY & DAVIS,
3rd Floor, Alandra Building,
Hongkong, 2nd Oct., 1913. [211]

TO LET—Furnished for seven months from the first week in March 1914. No. 64, The Peak. Apply to G. M. HARTON.
Hongkong, 31st Oct., 1913. [997]

TO LET—Two room Flats in Kowloon. Suitable for Europeans, in good airy locality. All Modern Conveniences. Terms Moderate. Apply H. RUTTON-JEE, Royal George Hotel, Hongkong, 17th Oct., 1913. [967]

FOREIGN MANOEUVRES.

Remarkable Military Experiment at Tientsin.

The following, from the Peking correspondent of the *N. O. Daily News*, supplements our telegram of Thursday last:

Peking, Nov. 12.

Interesting manoeuvres commenced yesterday evening at Tientsin and concluded to-day, in which nearly 7,000 troops of seven nationalities were concerned and a battery of artillery with twenty-two machine-guns.

A force consisting of 1,200 Americans, 1,600 French, 300 Germans, 1,200 Japanese, 900 Russians and 1,700 British troops under the command of General Cooper, with mounted infantry and mountain and machine guns, opposed a skeleton invading force composed of the American, Austrian, French, German, British, Japanese and Russian troops under Commandant Gauthier, the French Major-General.

General Sato, the Japanese, was Director and Umpire in Chief assisted by an officer of each nationality.

The signalling arrangements were complicated owing to the fact that the different nationalities had no means of signalling to each other. The difficulty was overcome by the establishment of telephone communications by the Americans between the various columns, and by the attachment to each side of a squad of British signallers to supplement the telephones in the case of a breakdown.

TO LET.

TO LET.—FOUR-ROOMED HOUSES in Granville Avenue and Salisbury Avenue, Kowloon, Cheap rentals. SHOP with GODOWN attached, Nathan Road, KOWLOON. Kowloon Marine Lot No. 48 with Wharf.

A furnished flat in Nathan Road, Kowloon, from 1st January next. Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Alexandra Buildings.

TO LET—Ranfurly, No. 11 Conduit Road. GODOWNS, 94, Wanchai Road. 102, Praya East. 153, Praya East. Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.

TO LET—No. 3, "DURBAR VILLAS," Cameron Road, Kowloon. Apply to:—SPANISH DOMINICAN PROCURATION. [1026]

WANTED.

WANTED.—European Nurse (middle age preferred) for little girl (19 months). Pleasant quarters; Peak. Address:—F.C.J. c/o "Hongkong Telegraph." [1027]

NOTICES.

GOOD GLASSES PROPERLY FITTED

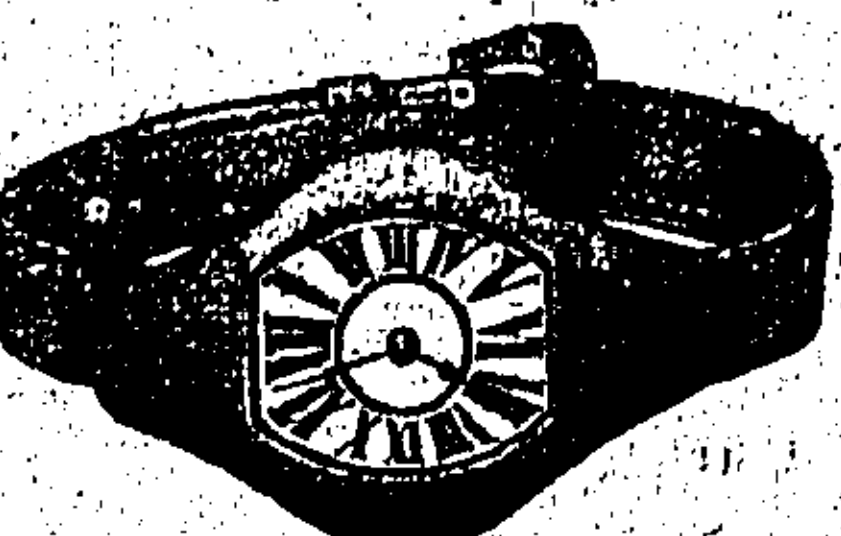
There is no economy in going to an optician of doubtful ability to purchase glasses upon which your eye-sight depends. Personal attention is given to the examination and the fitting of lenses that will relieve all trouble. The only charge is for the glasses.

N. LAZARUS,
Ophthalmic Optician.
1A, D'Aguilar Street.

Note: The Only European Optician in D'Aguilar St. Telephone 1282.

SENNET FRERES.

Hongkong Hotel Building, Queen's Rd., C. JEWELLERS, WATCHMAKERS, HALL MARKED GOLD & SILVERWARE. of all descriptions.



Have Always in stock a large assortment of Ladies' & Gents' Watch Bracelets from \$4 to \$400. Every Watch sold by us is guaranteed. Sole Agents for the OMEGA WATCH.

DON'T COUGH!

But take a few doses of our BALSAMIC COUGH LINCTUS. It stops the most obstinate Cough, removes the Phlegm and heals up the irritated bronchial tubes. The taste is pleasant, the action prompt and it is perfectly harmless.

KEEP A BOTTLE HANDY.

Price \$1.00 and \$1.50.

QUEEN'S DISPENSARY,

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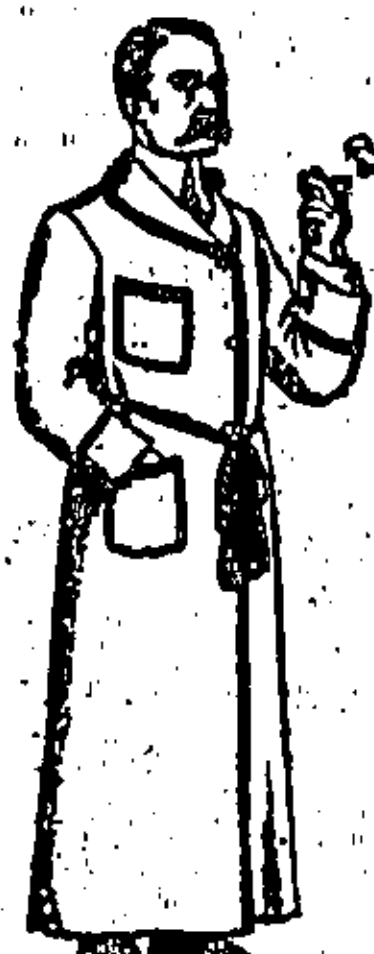
21, QUEEN'S ROAD CENTRAL.

NOTICES.



These celebrated cigarettes are a blend of Oriental Tobaccos of the finest growth and selection. Each cigarette will smoke to the end with the same delicious taste and aroma.

LANE, CRAWFORD & Co.



DR. JAEGER'S

ALL WOOL

DRESSING GOWNS

FROM \$20.00 each.

FELT SLIPPERS

FROM \$2.50 per pair.

JAEGER WAISTCOATS

FROM \$6.50 each.

LANE, CRAWFORD & Co.

Perrier

FRENCH NATURAL SPARKLING TABLE WATER. THE CHAMPAGNE OF TABLE WATERS.



By Appointment to H.M. King George V. Also Imperial Houses of Parliament.

By Appointment to H.M. King of Spain Sold by leading Hotels and Clubs.

Sparkles with its own NATURAL gas. An ideal Water with Whisky, Brandy, and light Wines. Delicious alone, or with a slice of Lemon. Refreshes the palate, and stimulates the digestion. Prices of this famous Water have been considerably reduced.

SOLE IMPORTERS: ARNHOLD, KARBURG & Co.



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SHOPPING MADE EASY.

THE STORE FOR EVERYONE

The Queen's Road Central Co.

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UNIVERSAL PROVIDERS.

ONE OF OUR SPECIALTIES: HIGH CLASS TAILORS & EXPERIENCED CUTTERS. Perfect Fit Guaranteed.

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HIGH STANDARD OF QUALITY.

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By Appointment to His Excellency The Governor.

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EFFERVESCENT LIVER SALT.

This Valuable Preparation speedily relieves Bilioousness, Sickheadache and all derangements of the Stomach. It purifies the Blood by imparting the natural saline elements necessary to a healthy and vigorous condition.

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GOLD CURE TABLETS.

Give immediate relief and a speedy cure. Invaluable for Cold in the head, Influenza and Neuralgia.

A. S. WATSON & CO., LTD.,

HONGKONG AND CHINA.

The object of this paper is to publish correct information, to the entire truth and print the news without fear or favour.

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Cable Address: Telegraph, Hongkong.

Telephone: No. 1 A.B.C., 5th edition. Western Union.

MARRIAGE.

WILSON-GIBBON.—On November 19th, at St. John's Cathedral, Percival Douglas Wilson, son of Alexander Wilson Esq., late of Ayr, to Hilda, daughter of the late Edward Gibbon Esq., of Warrington.

The Hongkong Telegraph.

HONGKONG, WEDNESDAY, NOVEMBER 19, 1913.

LLOYD'S—A NOBLE INSTITUTION.

The Society known the world over as Lloyd's Register of British and Foreign Shipping has now become such a recognised institution that its work is all too often taken for granted. It is only on the appearance of the annual report of the Society's operations that the extent and widespread character of its activities are fully realised. That for the year 1912-13 has just been issued, and it is full of information not only regarding work done in the matter of classification of vessels, but also on such points as the testing of ship and boiler steel and material other than that required for shipbuilding and marine engineering work, anchor and chain cable testing, the supervision of refrigerating machinery, the inspection of cold storage buildings, the management of scholarships granted by the Society for the study of naval architecture and marine engineering, etc.

Turning to some of the voluminous statistics given, we learn that at the close of the year ended June 30, 1913, no fewer than 10,466 merchant vessels, registering over 22½ million tons gross, held classes assigned by the Committee of Lloyd's Register. The year's work has been extremely large, as will be perceived when it is gathered that the Committee assigned classes to 651 new vessels, whose registered tonnage, 1,664,667 tons, is the highest for one year ever recorded in the history of the Society. Of this total, it is interesting to note that over 60 per cent. were built for the United Kingdom. During the year, too, plans of 752 vessels, representing two million tons of shipping, were passed by the Committee. As the report says, the fact that so large a proportion of the shipbuilding of the world is carried on under the supervision of Lloyd's Register affords the best proof of the confidence which is felt by the whole shipping community in the Society's rules for the construction of vessels. While on this point it is worth noticing that in addition to the recently issued French translation of the Society's rules, a German translation will shortly be available, this being prepared to meet the convenience of shipbuilders and engineers in Germany, where a large amount of tonnage is being constructed under the special survey of the Society's surveyors. We gather that the increasing employment of the Diesel engine for seagoing vessels has commanded much attention during the period under notice. As was only to be expected in the early stage of the use of the engines for this purpose, difficulties have arisen, but it is indicative of the enterprise of the Society that its surveyors are now noting the results of the experiences which are being obtained from the engines at present at work, and the facts are being collected and analysed by the Society's Chief Engineer Surveyor, who has devoted particular attention to, and has made a special study of Diesel engines, upon which he is a leading authority. Here the following extract from the Report is worthy of special emphasis:—

As the number of engines increases and experience accumulates there will doubtless be a general improvement in the designs of details, which will thus be made more reliable to withstand the very severe conditions of high temperatures combined with the heavy stresses they have to endure. This desirable end would be facilitated by a frank interchange of the individual experiences of those interested in this type of engine.

Space does not permit of our going very fully into the other features of the Report, but it may be mentioned that these reveal the fact that at the present time there are 80 steel manufacturing firms in the United Kingdom, and 200 abroad, recognised by the Committee for the production of steel for use in the construction of vessels and machinery intended for classification in Lloyd's Register Book. Then, as showing the increasing use of wireless telegraphy and submarine signalling, it reported that there are now recorded in the Society's Register Book 1,932 vessels fitted with wireless telegraphic installations, compared with 1,392 at a corresponding date last year, and 800 fitted with submarine signalling apparatus, as against 630 last year. All will agree that the Society is doing a noble work, and a work, too, which, above all else, makes for safety of life at sea. But the point must not be lost sight of that such a work would be impossible of accomplishment were not the Society served by a fine body of men. We read that the Society's surveying staff now comprises 353 officers, of whom it is recorded that they are found to be carrying out their duties "with ability and discretion, and to the satisfaction of the Society's clients." That is a tribute which is richly deserved.

A Light Brigade Hero.

Home papers to hand record the death of Sir George Wombwell. To how many readers does the name convey anything? Readers of King's should remember it, however. Sir George Wombwell took part in the famous charge of the Light Brigade which he came through without suffering a scratch though not without having had his full share of danger and excitement. In fact, the part he played in that famous dash into the "valley of death" is now historical. He had two horses shot under him, and he was taken prisoner by the Russian gunners. When the second horse was killed, Kinglake tells us, he found himself surrounded by twenty of thirty Russian Lancers who took from him sword and his pistol, and made him prisoner.

A Thrilling Escape.

It happened that Captain Morris, himself a prisoner and badly wounded, was brought to the spot where Wombwell stood. In spite of his own dreadful condition he had still a word of timely counsel that he could give to a brother officer. "Look out," he said to Wombwell, "look out and catch a horse." At that moment two or three loose horses came up, and Wombwell lunged aside his captors and darted towards the horses. He seized and mounted one of them, galloped off and joined the 4th Light Dragoons, which were then retiring, and so returned to the British lines. Heroic incidents innumerable were recorded that day, but that of Sir George Wombwell is worthy to be remembered when some others are forgotten. His death refutes still further the diminished list of survivors of the historic charge. We saw, not long ago, the number stated at a dozen, so that there now remain only eleven in all.

The Heavyweights.

In view of the fact that Jack Johnson recently expressed the desire to meet Langford to contest the world's heavyweight championship, to-day's wire telling of the victory of "Gunboat" Smith over the latter is of peculiar interest. If the verdict is a just one, it shows that Smith is coming along very strongly, and that Langford is on the downward path inasmuch as he has already suffered defeat at the hands of Jeannette and McVea. These reverses would appear to point to the fact that Langford is by no means the man that he was when he fought a draw with Johnson, who has since side-stepped him most consistently. "Gunboat" Smith's latest victory—it will remember that he knocked out Billy Wells—at least justifies him in any aspirations which he may have towards the championship.

REPORTED BIG FAILURE.

One and a Half Million Dollars.

We have been informed on good authority that some consternation has been caused in Chinese trading circles in Hongkong owing to a firm in the Western district failing to the extent of one and a half million dollars. The smash is supposed to have been caused through depreciation of Canton money.

EXAMINATION OF OFFICERS.

Colonel A. O. Watson, 8th Rajputs, has been appointed president of a board of officers ordered to assemble at the Council Chamber, Colonial Government Office, from 1st to 5th December, for the purpose of conducting the examination of officers in subjects (a) to (j) for promotion. The following officers will attend:—Captains R. D. Crawford, R.G.A.; H. T. Dobbin and F. O. Rogers, M. V. O., 2nd D.O.L.I.; A. E. Maude, 20th Punjab; J. O. Groton and F. L. D. Jarrad, 12th Baluchistan Infantry; and H. Greenfield, A.V.C.; Lieutenants O. P. G. Cameron, O.C. Chambers and H. G. Bagnall, R.G.A.; E. M. F. Mombler, R.E.; E. N. Williams, E. L. Paske, and J. H. Bradney, 2nd D.O.L.I.; E. O. Staples, 11th Rajputs; J. O. Beattie, 16th Rajputs; and L. J. Torrie, 2nd D.O.L.I. 28th Punjab.

DAY BY DAY.

"COMPLUSION" MAY SECURE CONFORMITY, BUT NEVER OBEDIENCE.

The Mails. Siberian Mail.—Due per s.s. Cheonan to-day.

French Mail of October 21.—Delivered in London on November 18.

American, Canadian and Siberian Mails.—Close per s.s. Empress of India at 10.30 a.m. to-morrow.

Departed.

Dr. and Mrs. Lim Boon-keng and children left to-day by the Kashima Maru.

Left for home.

Among the passengers who left for home by the s.s. Kashima Maru to-day were Mr and Mrs. J. D. Auld.

Opium Possession.

At the Police Court, this morning, a Chinese was fined \$38, for being in unlawful possession of opium.

To Consignees.

Consignees of cargo by the s.s. Indrakula are reminded that goods undelivered after to-morrow will be subject to rent.

Visitors.

General Law A.O.D., and Mrs. Law have arrived back from Canton and are now staying at the Hongkong Hotel. Captain and Mrs. D. R. Hewitt, are staying at the Hongkong Hotel.

Taken to the Asylum.

An unknown Chinese female aged 20 years, was found in Connaught Road Central apparently insane. She was removed to the hospital and eventually taken to the asylum.

Removed to the Mortuary.

The body of a female grass cutter has been removed to the mortuary from the Tung Shan Temple. There she resided. Death is reported as due from natural causes.

A Big Fine.

A fine of \$1,000 was imposed by Mr. Wood, at the Police Court, this morning, on a Chinese charged with being in unlawful possession of opium to the extent of one hundred taels.

Straying Buffalo.

At the Police Court, this morning, a woman who was charged with allowing a buffalo to stray into a Government plantation at Shaikwan, pleaded that the animal broke the rope. She was discharged.

Latest Advertisements.

A Chinese advertiser has for sale some fine old Chinese curios. —Page 5.

Consignees' notices concerning the steamers Atsuta Maru and Australian appear on Page 5.

Why?

We have been informed that in the Wong-nei-heung Road repairs of some kind are taking place in connection with some underground pipes, but no light is exhibited at nights near the hole.

Burst Main.

Owing to the bursting of the main in Des Vaux Road, at the back of the City Hall, this morning a most unusual sight was presented. A huge spray of water was forced into the air to a height of some sixty feet, and the spectacle was watched by large crowds.

Clothing Missing.

A Chinese student of 203 Queen's Road Central has reported to the police that he travelled by the s.s. Hoi Ming, and arrived here about 3.30 a.m. on the 18th inst. He fell asleep and when he woke he found that a bundle of clothing valued at \$39 was missing and \$2 in money.

Gramophone Records.

The Robinson Piano Co., Ltd., have issued a helpful and comprehensive catalogue dealing with gramophones and records. The records are all selected chosen from the lists of makers famous throughout Europe, and America and the titles alone are a joy to read.

Local Wedding.

An interesting wedding was celebrated at St. John's Cathedral to-day, the contracting parties being Mr. P. D. Wilson, of the Public Works Department, and Miss Hilda Gibbon, who arrived out from Warrington, England, on the s.s. Sardinia recently. The ceremony was attended by a large number of friends.

CRIMINAL SESSIONS.

Verdict in the Harbour Tragedy.

The November Criminal Sessions were opened at the Supreme Court this morning. Before the Chief Justice, Sir William Rees Davies, in the First Court, the hearing of the manslaughter charge preferred against Ip Ping Lam and Ip Kam-tsun was continued. They pleaded not guilty and were defended by Mr. Eldon Potter, instructed by Mr. Jackson, of Messrs. Johnson Stokes and Master.

The following was the jury:—Messrs. G. J. Sequeira, H. W. B. Kennett, R. V. Harris, O. G. H. Jasse, J. W. Graham, E. A. E. Long and L. Lopes.

The Defence.

Mr. Potter, in opening for the defence, said he thought a very small analysis of the evidence of two of the Crown witnesses, upon whom the Crown was forced to rely, would satisfy the jury that no jury could safely convict anyone on such evidence. He should bear in mind that it was for the Crown to satisfy them, by the evidence of their witnesses, that the accused or either of them had committed any crime at all. The defence of each of the prisoners was a separate and distinct one, but before dealing with those defences he would make some preliminary remarks with regard to the two Crown witnesses, Ho Hai and Ho Wah. As the learned Attorney had mentioned yesterday these were the only two witnesses who supported the Crown's case, and if the jurors could not rely on those two witnesses the Crown's case was gone. The other witnesses materially supported the case for the accused. "If I can show you," counsel continued, "that those two witnesses are not only unreliable, but have absolutely perjured themselves in the witness box, then I can ask you to say that these prisoners cannot be convicted on their evidence."

A Vital Case.

Proceeding, Mr. Potter stated that at the very outset the jury would find the two Ho's lying on a most vital point of this case. At the beginning the accused were charged with murder. That charge had now gone. One of the vital points in that murder case would be whether or not the people on board the junk used weapons. The case, as presented by the Crown witnesses, was that there were only three men on deck and both the Ho's positively swore that neither of them had a weapon of any kind in their hands, that neither struck a blow, and that they were quite peacefully going about ordinary duties when they were attacked. It was admitted by the police that the first prisoner had a wound on his head, and now the jury knew how he got that wound: by being struck over the head with a rollock or rowing pin while he was in the water. One of the Crown witnesses volunteered the fact that the defendant was struck while in the water. If that was what the jury believed, it followed, as night follows day, that the Ho's had, from the very start, told an untruth on one of the vital points of the case. But that was only one point on which the Ho's were contradicted, and in such a manner as to leave no doubt that they were not telling the truth. They were also contradicted in their statement that the second defendant was present. Anyone of those points was sufficient to so damage the credit of those two witnesses that no jury would be justified in accepting their evidence, and convicting men on their testimony. But that was not all; they contradicted one another as well. Ho Hai was going to get a conviction if he could possibly get one, and furnished all the stage effects and fittings to ensure that conviction.

It was the case for the prosecution that when the first accused fell into the water he swam back to his own junk and got on board, and one of the Ho's said that he then swam back to his junk with a rowing pin in his hand. "I venture to say," proceeded Mr. Potter, "that in my short experience of four years in the

Colony, I have never known a case in which two Crown witnesses so absolutely contradicted one another, and have been contradicted by other Crown witnesses who were called. That being so, how can you convict the accused in this case? I submit you cannot. I submit the evidence adduced goes to prove that the No. 1 prisoner was not the man who struck the blow. Proceeding, counsel submitted that it was absolutely clear from the evidence that while the first prisoner was in the water, the fight was going on board the junk in which the deceased was involved. The struggle, he suggested, was brought about by the deceased deliberately hitting the first accused while he was in the water. What evidence was there to show that it was not one of the other men who struck the blow? When people were hit over the head like that there was always danger of their striking back. The Crown had to prove the prisoners' guilt, and the jury had to be satisfied with the evidence of these Crown witnesses, beyond all reasonable doubt. If this case came down to a mercantile contract, and the contract depended on the word of Ho Hai and Ho Wah, counsel thought the jury would say that they were sorry they could not trust them. Then how much more ought they to say that when men's liberty depended on whether they accepted that evidence or not? "I venture to say," continued Mr. Potter, "that so far as No. 1 is concerned, on the Crown's case itself you cannot convict him. With regard to No. 2, we say that he was never there at all. Four Crown witnesses give evidence on this point. The two Ho's say that he was there, but the two disinterested Crown witnesses swear that he was not there. Gentlemen of the jury, you can only come to one decision: it was not proved that he was there, therefore he must be found not guilty."

Prisoners were discharged.

INDIAN WARDER IN TROUBLE.

A Charge of false Pretences.

Before His Honour Mr. Justice Gompertz (Puisne Judge) in the Second Court, Hernam Singh, an Indian warder employed in Victoria Gaol, as charged on three counts with obtaining money by false pretences.

The Crown Solicitor (Mr. J. H. Kemp) appeared for the prosecution, and the accused was defended by Mr. F. O. Jenkin, who was instructed by Mr. F. X. d'Almeida e Castro.

At the outset Mr. Jenkin asked with regard to the first count of the indictment whether it was a charge of false pretences at common law, or whether it was a charge of cheating at common law?

The Crown Solicitor said the charge was of obtaining money and goods by attempted false pretences.

Mr. Jenkin—At common law? The Crown Solicitor replied that false pretences being a statutory misdemeanour, an attempt to commit it was a charge at common law.

His Lordship referred to section 19 of Ordinance 9 of 1899, and said he did not know whether any application was to be made under that section.

Mr. Jenkin said he would make such an application.

His Lordship said the point was that one count would not support the other on a question of guilty knowledge.

The Crown Solicitor was prepared to argue that point, and he thought he could show his Lordship that the counts could be taken together and ought to be taken to together.

Judge and Counsel then adjourned to Chambers to argue the point, his Lordship remarking that he thought it would be better to consider it in Chambers for obvious reasons.

The Court having resumed, the Crown Solicitor, with the assent of his Lordship, dealt with the second and third counts of the indictment, to which the prisoner pleaded not guilty.

The following jury were then empanelled:—Messrs. R. Dickson, F. Souter, K. Sayce, F. H. H. Jasse, E. Weeche, F. Bannan, and F. W. H. Adam.

In opening the case for the prosecution, the Crown Solicitor

said prisoner was charged on two counts, both false pretences. The first count related to certain false pretences alleged to have been made on August 16 and the other related to similar false pretences made to the same person on September 3 and 4. The prisoner was a warder in Victoria Gaol and the persons to whom he made the false pretences were friends of a Chinese who was at that time confined in the Gaol. On August 16 prisoner went to a house in Upper Station Street, where resided the mother, brother, and a sister of the man in the Gaol. He there saw the man's mother and brother and produced to them a letter in Chinese which the brother read. The letter stated that the man was ill in Gaol and asked that his mother should send to him some pepper, tobacco, and medicinal oil, and also give \$3 to the bearer of the letter for his trouble in bringing it. The letter was not signed but had the name of the man who had sent it on the outside. The man's family believed it to be a genuine message and a packet of pepper and some tobacco were given to the accused to take back to the Gaol. The sum of \$3 was also given to accused who, at his own request, was handed back the letter. Accused returned on September 3 with a letter, again in Chinese, which also purported to be from the man in Gaol. This letter stated that the man was ill in hospital, that he had received the pepper and tobacco, and also some oil, and further asked for two or three tins of dried ginger to be sent to the Gaol, \$5 to be paid to the accused for his trouble. The brother of the man told accused he had no money and could not pay anything for his brother, and added that in any case the man was coming out of gaol shortly. Accused thereupon said "No money! Then give me back the letter," and he was handed back the letter. On September 8 accused was paraded with a number of other Indians in the Gaol and the brother of the man identified him as the person who had made these false pretences. The accused was then taken by the Chief Warder to his quarters and in a locked box were found two documents, one of which as enclosed in these terms: "On the 15th day of the 7th moon, hand \$3 to the bearer, two tins of white pepper, medicinal oil cannot be taken in, one cake of tobacco. Please receive the same." When the accused was being taken to his quarters his greatest anxiety was for his keys. He must have known that in his box at that moment was this incriminating evidence.

DOCTORS ON JAPANESE SHIPS.

Japanese papers are disturbed over the law at Singapore compelling vessels with over 100 passengers to carry qualified surgeons. The *Japan Mail* remarks that the law will bear particularly hard on Japanese-owned ships, because only graduates from Tokyo Imperial University will be recognised as "qualified" in the case of the ship carrying a doctor. Japanese vessels plying in Singapore waters, it is alleged, all carry doctors, but they are not by any means all graduates of the Imperial University at Tokyo. Before this law comes into effect on January 1, 1914, the *Nippon Yusen Kaisha* must change all the doctors now on board the seventeen vessels they have stopping at Singapore. But to engage at one time seventeen graduates of the Tokyo Imperial University will cause this company no small inconvenience.

A Famous Zulu.

Like his more celebrated father, Cetewayo, Dinizulu was for many years a menace to British rule in South Africa. After fomenting rebellion in Natal he was in 1880 banished for high treason to St. Helena, where he stayed for ten years. After his return to Zululand he was again involved in intrigues, and was in 1907 indicted on 23 counts, being eventually found guilty of harbouring rebels. His resulting fine and imprisonment earned him the misapprehension of many British friends of every country but their own.

SANITARY BOARD.

Question of a Crematorium.

The fortieth meeting of the Sanitary Board was held yesterday afternoon, the President of the Department (Mr. D. W. Traiman) presiding. There were also present:—Mr. A. F. Churchill (Acting Vice-President), Hon. Mr. E. A. Hewett, C.M.G., Colonel Irwin, Dr. Fitzwilliams, Mr. Chan Kai-ming, Dr. F. Olarko (Medical Officer of Health), and Mr. W. Bown-Rowlands (Secretary to the Board).

A Crematorium Nuisance.

Regarding a minute by the President concerning the draft Ordinance and Regulations respecting cremation.

Mr. Chan Kai-ming minuted: I agree with the President in his minute of the 3rd November, 1913. The site for the crematorium of the Sikhs is too near existing dwelling-houses and should be shifted further in by 100 yards at least. The cremation has been a nuisance to the occupiers of the houses facing the Gap ever since the houses were first built. The nuisance should be put a stop to as soon as possible.

Mr. Bowley commented: I suggest the insertion of "on the recommendation of the Sanitary Board" after "the Governor-in-Council" in the proposed proviso.

A minute by Dr. Fitzwilliams stated: I am of the opinion that there should be one central crematorium, strictly under Government supervision, and that no human cremation should be allowed except in this. The objection of distance would, I think, be quickly overcome, as the cremation does not even now take place in the Temple. If crematoria are to be allowed to multiply there will be endless trouble in supervision. The advantages of cremation are far too well known for the destruction of legal and medico-legal evidence, and the opportunity of using this means should be made as difficult as possible.

The President said:—The discussion of these papers began with the coming into being of a Japanese crematorium in Sookun Po Valley. The place was built and ready for opening before I, personally, at any rate, had any knowledge it was there, and the question was then raised by the Medical Officer of Health as to the regulation of crematoria. The question also arose whether it could be dealt with by by-laws under the Public Health and Buildings Ordinance or by a special Ordinance. The matter was referred to the law officers of the Crown, and they advised that an Ordinance was necessary. The Ordinance was so drafted that it will cover any possible crematoria that may hereafter be erected. I was not a member of the Sub-Committee which drafted the original Bill, and it was only on reading through the Ordinance that I was struck by the case of the Sikh cremation ground. I understand that the construction of a crematorium is an expensive matter. The whole matter, I hear from a leading member of the Sikh community, came up years ago, long before my time, and the community were told that it would cost \$50,000, and they are not in a position to put up that sum themselves. There is only one thing I would like to say in regard to these minutes. As to a central crematorium, it has been suggested to me that possibly a group of crematoria within a ringed fence would do, but I may say it is a vital principle of British rule that we rule by respecting the customs, especially the religious customs, of the people whom we rule. I cannot say anything about the Japanese, and I have not enquired definitely about the Sikhs, but I have not much doubt that the Sikh religion will possibly form some bar to the disposal of the bodies of dead Sikhs in a crematorium which is open to the dead of other races.

The Hon. Mr. Hewett said:—This question has come before the Board for the first time since I have been a member, for serious discussion, and I think it would be as well to express our opinion on the subject of the advisability of having a crematorium for general use. Personally, I hold the opinion very strongly that no large community should exist without a crematorium; and

that every possible use should be made of it. No doubt any objections can be met here as they have been met in other parts of the world. With regard to the use by the Japanese of a general crematorium, when I was a member of the Municipal Council in Shanghai they constructed a crematorium for the use of the whole community, and there was no objection to it by the Japanese or any other creed or section of the community. With regard to the Sikhs, I am not prepared to express an opinion. I think it quite possible that they might not agree to use a crematorium at which members of other creeds were cremated. If it were necessary, however, to give a special crematorium to the Sikhs, I think it should be supplied them. That a crematorium should be in general use is, in my opinion, unquestionable. A great many people hold the opinion that they prefer cremation to ordinary burial, and others might prefer their friends cremated in order that their ashes might be sent back to their native land. That is the view of the Japanese; while the Americans always send their dead home to the United States if they possibly can. It is extremely difficult to send a body back out of the Colony, particularly if it were a case of contagious disease. If it is necessary to supply more than one furnace to meet the requirements of various sections of the people who are taxpayers in the Colony, I think it should be done. I also consider the Board should press the importance of the matter upon the Government.

Dr. Fitzwilliams—I did not mean that it would be any disadvantage provided the crematoria were all in one district. The suggestion that they should be in a ringed fence would meet that entirely, as it would then be under one careful supervision. In Hongkong, where space is so extremely limited, I think that the one thing necessary above all others is a crematorium.

Colonel Irwin—The Chinese did not object to cremation when there was an outbreak of plague in North China.

The Board then went into committee to discuss the draft regulations.

WOMEN IN COURT.

At Northamptonshire Assizes on October 21, a case was heard in which a man was charged with an assault upon a girl under 16. After the girl had given evidence, but before cross-examination had been concluded, Mr. Justice Rowlatt asked whether any order had been given to exclude women. A police inspector stated that the superintendent in charge had given such orders.

Mr. Justice Rowlatt.—Then the superintendent has no power to give such orders. I am the master in this Court. I wish this to be understood, it is not right that women should be excluded from the Court when other women have to give evidence in these cases. If there are any women outside who wish to come in, let them do so.

Two or three women took advantage of the offer of his Lordship.

Arms and Ammunition

Two revolvers and 200 rounds of ammunition found by Sergeant Pincott on board the s.s. Persia, have been confiscated.

Legal Promotions.

Both the new Attorney-General and Solicitor-General have risen very rapidly to their present high positions. Sir John Simon, who is only 40, was not called until 14 years ago. Three times in one year he successfully contested Walthamstow, one of the largest constituencies in the country. Mr. Buckmaster is 12 years older than Sir John, was called to the Bar in 1884, and took silk in 1902. He now sits for the Keighley division of Yorkshire, but from 1906 to 1910 he represented Cambridge University. By a curious coincidence he is standing counsel for Oxford University, succeeding Sir John Simon in this post.

WISDOM FROM STARS.

Professor Robert W. Wood, of Johns Hopkins, known to the scientific world for his photographs taken with ultraviolet and infra-red light, and known to the outside world by his book, "How to Tell the Birds from the Flowers," told the following story to a reporter of the New York Times:—

An old farmer was looking at these pictures one day last fall when the Presidential campaign was on. He spotted this "one of the Milky Way."

"There are all stars," he discovered. "Gosh alive, there must be millions of 'em, maybys?"

I said I supposed there very well might be.

"Pretty small, most of 'em."

"So, so," I said. "Some of them as big as our sun—a good many of them about the size of our earth."

"Millions of 'em as big as this earth?"

"I imagine so," I said. He let this sink in. "I say, professor, now some people say there are folks an' animals livin' on 'em. Do you reckon that's true?"

"Maybys," I said. "On all those millions of earths!"

"Maybys," I said. He scratched his head. "Well," he allowed, "guess it don't make much difference after all whether Taft or Wilson gets in this fall, hey?"

Student's Loss.

The police have been informed by a Chinese student that some one has entered his room and stolen clothing valued at \$20.

Larceny of Bags.

At the Police Court, this morning, a man was fined \$10, or in default one month, for the larceny of hemp bags at West Point.

The Fokl Again.

A Chinese accountant of the Po Cheong Jeweller's shop in Haiphong Road, Kowloon, has reported that a foki has absconded with a gold watch valued at \$100.

Stolen Money and Jewellery.
A Chinese married woman residing at 373 Queen's Road West, has reported to the police that some person stole from her house money and jewellery which were in a tin box to the total value of \$286.00.

Sportsmen at Dinner.
A company of sportsmen and their wives were entertained to dinner by Mr. F. E. Hall, on the occasion of his birthday, at the Grand Hotel, last night. During the evening Mr. Hall's health was toasted, when sportsmen and sporting scribbles referred to the fostering care that boxing had received at the hands of Mr. Hall. The hope was expressed that Mr. Hall would continue to pay attention to the local amateurs. Mr. Hall fittingly returned thanks.

To-day's Advertisement

NIPPON YUSEN KAISHA. NOTICE TO CONSIGNEES. FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"ATSUTA MARU," having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 25th November, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignee's and Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents. Hongkong, 18th Nov., 1913. [1030]

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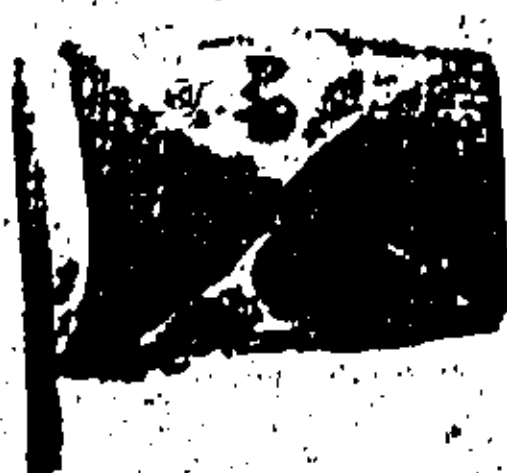
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Captain Kuaisel, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned. Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent. All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 25th inst., at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:—
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10.00 p.m. "Honam," 5.00 p.m. "Fatshan."

Thursday, 20th November.

8.00 a.m. "Fatshan," 8.00 a.m. "Heungshan"

10.00 p.m. "Heungshan," 5.00 p.m. "Honam"

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Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the office of the

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY LIMITED.

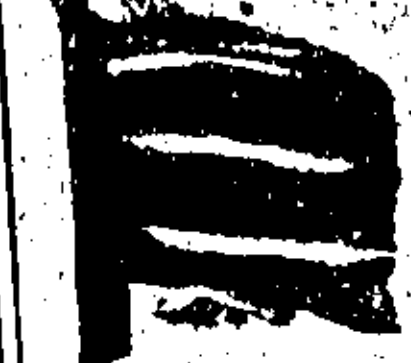
(HOTEL MANSIONS FIRST FLOOR)

Opposite the Blake Pier.

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



Projected Sailings from Hongkong—

Destination.	Steamers	Sailing Date
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MARSEILLES, LONDON & ANTWERP, via Singapore, Penang, Colombo, Suez, and Port Said Kashima Maru Capt. M. Yagi T. 20,000 { WEDNES., 19th Nov. at d'light. }
Mishima Maru Capt. L. Sommer T. 16,000 { WEDNES., 3rd Dec. at d'light. }

VICTORIA, B.C., and SEATTLE, via Shanghai, Moji, Kobe, Yokohama, and Yokohama Aki Maru Capt. B. Kon T. 12,500 { TUES., 2nd Dec. at noon. }

SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville, and Brisbane Nikko Maru Capt. Takeda T. 9,600 { MONDAY, 24th Nov. at noon. }
Kumano Maru Capt. Winckler T. 9,300 { WED'DAY, 17th Dec. at noon }

CALCUTTA, via Singapore, Penang, and Rangoon Bombay Maru Capt. Tozawa T. 6,000 { SATURDAY, 29th Nov. }
Atsuta Maru Capt. Nagao T. 16,000 { THURS., 20th Nov. }

KOBE & YOKOHAMA Nagasaki, Kobe & Yokohama Kuman Maru Capt. M. Winckler T. 9,300 { WEDNES., 19th Nov. at 11 a.m. }

SHANGHAI, Moji and Kobe Hakata Maru Capt. H. Nomura T. 12,500 { FRIDAY, 21st Nov. }

SHANGHAI, Kobe & Yokohama
† Cargo only.
‡ Fitted with new system of wireless telegraphy.

PASSENGER SEASON—1914

FOR EUROPE.

	Kitano	"	16000	"	"	"	11th	February
ed	Iyo	"	12500	"	"	"	25th	"
	Hirano	"	16000	"	"	"	11th	March
ed	Katori	"	20000	"	"	"	25th	"
	Kamo	"	16000	"	"	"	8th	April
							00-1	

FOR AMERICA.

Shidzuoka Maru	12500 tons	sails	Tuesday	27th	January.
Tamba	" 12500	" "	" "	10th	February.
Aki	" 12500	" "	" "	24th	" "
Sado	" 12500	" "	" "	10th	March.
Yokohama	" 12500	" "	" "	24th	" "
Awa	" 12500	" "	" "	7th	April.
Shidzuoka	" 12500	" "	" "	21st	" "

For further information apply to

Telephone No. 292.

T. KUSUKOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI	Luchow	20th Nov. at 4 p.m.
TIENSIN	Pakhoi	22nd Nov. at 4 p.m.
SHANGHAI & TSINGTAU	Chenan	22nd Nov. at midnight
TIENSIN	Kueichow	25th Nov. at noon
MANILA, CEBU & ILOILO	Chinhua	26th Nov. at 4 p.m.
HAIPHONG	Sungkiang	26th Nov. at 9 a.m.
SHANGHAI	Anhui	27th Nov. at 4 p.m.
SHANGHAI & TSINGTAU	Yingchow	29th Nov. at midnight

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming" and "Teau." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teau."

SHANGHAI LINE.—The Twin Screw steamers "Anhui" and "Chenan," and the S.S. "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

Reduced Fares.—Single \$40. Return \$75.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36

Hongkong 10th Nov., 1913.

RUSSIAN VOLUNTEER FLEET.

Homeward Bound.

(Odessa via usual ports of call.)

The S.S. Mogilev, 6,200 R.T., Capt. Kekouloff, is expected to arrive here about the 21st day of November, 1913.

Outward Bound.

(Valadivostok via Nagasaki.)

The S.S. Voronej, 5,616 R.T., Capt. Oranovsky, is expected to arrive here about the 22nd day of November, 1913.

The S.S. Kuorsk, 6,400 R.T., Capt. Padalka, is expected to arrive here about the 5th day of December, 1913.

N.B.—The exact date of arrival will be published after the receipt of sailing telegram from the last port or call.

For Freight, Passage and further particulars, apply to

Capl. D. A. LUKHAMANOFF.

Hotel Mongion, 3rd Floor, Rooms Nos. 112 & 114, Tel. No. 1224.

Hongkong 11th Nov., 1913.

Shipping

HONGKONG
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO.



Steamship. T. Captains. For Sailing date.

Zailro	4000 F. S. McMurray	Manila Mangarin Cebu and Iloilo.	SATUR., 22nd Nov. 4 p.m.
Rubi	4000 J. Miller	Manila Mangarin Cebu and Iloilo.	WED., 3rd Dec. 4 p.m.

Electric light Fans in every cabin; competent stewardesses carried.

For Freight or Passage apply to

SHEWAN TOMES & CO.

GENERAL MANAGERS

Hongkong, 17th Nov. 1913.

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA, CHINA AND JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tillatjap	JAVA	2nd half Nov.	JAPAN	2nd half Nov.
Tilliwong	JAVA	2nd half Nov.	SHAI	2nd half Nov.
Tilmah	JAPAN	1st half Dec.	JAVA	1st half Dec.
Tiltaroom	JAPAN	1st half Dec.	JAVA	1st half Dec.
Tjikini	SHAI	2nd half Dec.	JAVA	2nd half Dec.
Tibodas	JAVA	2nd half Dec.	SHAI	2nd half Dec.
Tipanas	JAVA	2nd half Dec.	JAPAN	2nd half Dec.
Tjmanoeek	JAVA	2nd half Dec.	SHAI	1st half Jan.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375

York Building.

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer	Displacement	Speed	Leave Hongkong
Hongkong Maru	11,000	18 knots	Fri., 28th Nov.
Shinyo Maru	22,000	21 knots	Thurs., 4th Dec.
Chiyu Maru	22,000	21 knots	Mon., 22nd Dec.
Nippon Maru	11,000	18 knots	Wed., 14th Jan.
Tenyo Maru	22,000	21 knots	Satur., 17th Jan.

* Intermediate Service via Manila. Omitting Shanghai.

All steamers will be despatched at NOON.

First Class to London.....£71.10. Return (6 months) £120.

Intermediate to London.....£65. " " £109.

First Class to New York.....£60. " " £96.10.

San Francisco \$45.

"THE INTERMEDIATE FARES TO NEW YORK AND SAN FRANCISCO are 20 lower for Single Journey and 214 lower for Return from above rates.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

Thence by TRANS-ANDAN ROUTE to BUENOS AIRES.

"Anyo Maru" 18,500, 15 knots. Wednesday 10th Dec. at Noon.

For Full Particulars as to Passage & Freight, apply to

S. MORIMOTO, Agent.

KING'S BUILDINGS.

Telephone No. 291

PACIFIC MAIL S.S. CO.

Mongolia	Manchuria	Korea	Siberia
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17,000 tons, twin screws. 17,000 tons, twin screws. 18,000 tons, twin screws. 19,000 tons, twin screws.

Also NILE, 11,000 tons, CHINA, 10,000 tons, and PERSIA, 9,000 tons.

To San Francisco via Hongkong calling at Shanghai, Nagasaki, Kobe (Via Inland Sea), Yokohama and Honolulu (the Pacific of the Pacific). Through Service via New York to Europe.

Some Features of Service.

Electric Fans, Swimming Tank, Orchestra, Amusements, Wireless, Submarine Signal Service, and Blige Keels. Cuisine under Personal Supervision of Mr. V. Moroni, one of the World's most famous caterers.

First-Class to London Single, 2 yto: 6 Months Return, 4 yto: 10 yto: 14 yto: 18 yto: 22 yto: 26 yto: 30 yto: 34 yto: 38 yto: 42 yto: 46 yto: 50 yto: 54 yto: 58 yto: 62 yto: 66 yto: 70 yto: 74 yto: 78 yto: 82 yto: 86 yto: 90 yto: 94 yto: 98 yto: 102 yto: 106 yto: 110 yto: 114 yto: 118 yto: 122 yto: 126 yto: 130 yto: 134 yto: 138 yto: 142 yto: 146 yto: 150 yto: 154 yto: 158 yto: 162 yto: 166 yto: 170 yto: 174 yto: 178 yto: 182 yto: 186 yto: 190 yto: 194 yto: 198 yto: 202 yto: 206 yto: 210 yto: 214 yto: 218 yto: 222 yto: 226 yto: 230 yto: 234 yto: 238 yto: 242 yto: 246 yto: 250 yto: 254 yto: 258 yto: 262 yto: 266 yto: 270 yto: 274 yto: 278 yto: 282 yto: 286 yto: 290 yto: 294 yto: 298 yto: 302 yto: 306 yto: 310 yto: 314 yto: 318 yto: 322 yto: 326 yto: 330 yto: 334 yto: 338 yto: 342 yto: 346 yto: 350 yto: 354 yto: 358 yto: 362 yto: 366 yto: 370 yto: 374 yto: 378 yto: 382 yto: 386 yto: 390 yto: 394 yto: 398 yto: 402 yto: 406 yto: 410 yto: 414 yto: 418 yto: 422 yto: 426 yto: 430 yto: 434 yto: 438 yto: 442 yto: 446 yto: 450 yto: 454 yto: 458

Shipping

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For	Steamship	On
SHANGHAI	Loksang	Thur., 20th Nov. at d'light
YHAMA, Kobe & Moji	Loksang	Fri., 21st Nov. at d'light
S'PORE, Pang & C'outa	Lova	Sat., 22nd Nov. at noon
MANILA	Loongsang	Sun., 23rd Nov. at 2 p.m.
TIENSIN via W'wai	Loongsang	Sun., 23rd Nov. at d'light
SHANGHAI	Loongsang	Fri., 28th Nov. at d'light
S'PORE, Pang & C'outa	Kumsang	Sat., 29th Nov. at noon
MANILA	Kumsang	Sat., 29th Nov. at 2 p.m.
S'PORE, Pang & C'outa	Kumsang	Wed., 3rd Dec. at 2 p.m.

Return Tours to Japan (Occupying 24 days)

The steamers "Kutang," "Namsang," and "Fookang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Loksang," "Kumsang," "Lova," "Yatsing," and "Salsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

The steamers "Choyang," "Kwongsang," and "Hiansang" will call at Swatow on their way down from Shanghai.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for first-class passengers, and are fitted throughout with Electric Light.

† Taking cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei, Tsingtau.

‡ Taking cargo on Through Bills of Lading to Kudat Lahad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.
General Managers.
Telephone No. 215.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

"Shire" Line Service.—Homeward.

For	Steamers	Date of Sailing
LONDON & ANTWERP	Denbighshire	25th Nov.
LONDON & ANTWERP	Den of Crombie	27th Nov.
LONDON & ANTWERP	Den of Glamis	29th Nov.

Trans-Pacific "Shire" & "Glen" Joint Service.

For	Steamers	Date of Sailing
VICTORIA VVER STLE	Den of Airle	25th Nov.
TACOMA & PLAND	Den of Airle	25th Nov.
VICTORIA VVER STLE	Merionethshire	15th Dec.
TACOMA & PLAND	Merionethshire	15th Dec.
VICTORIA VVER STLE	Glenroy	12th Jan.
TACOMA & PLAND	Glenroy	12th Jan.

Cargo accepted or through Bills of Lading to all ports in Europe and North and South America.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.
Agents.
Telephone No. 215 Sub. Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN S. YOKOHAMA, KOBE, HONGKONG AND RANGOON. EASTWARD.

The S.S. will be despatched for YOKOHAMA, KOBE & MOJI at an early date taking cargo and passengers at current rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LD.
Agents.
Telephone No. 215.

THE TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, Ltd.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS. BOILERMAKERS. FORGEWELTERS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 33' x 34' 6". Pumps empty Dock in 2-3/4 hours.

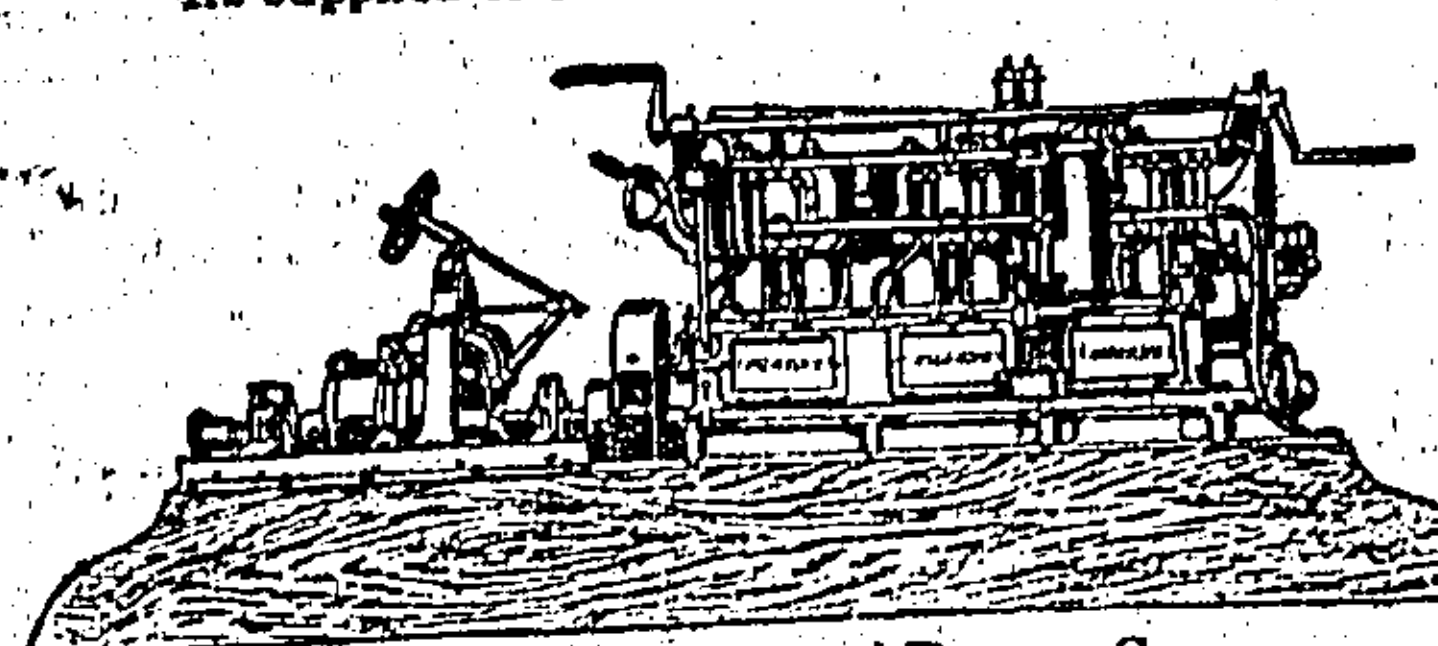
THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-HEAD CRANES throughout the Shops, ranging up to 100 Tons. 50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS for JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE (MARINE MOTORS 7-12/ to 150 B. H. P.)

As supplied to the British Admiralty & War Office.



0.6 type Motor and Reverse Gear. B.H.P. Paraffin 7, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN-BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE,

HONGKONG, CHINA & JAPAN, AGENTS.

Telegraphic Address: "TAIKOODOCK".

TELEPHONE No. 221.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched
London, Glasgow & Antwerp	Glentworth	S. T.	28, Nov.
Havre, Bremen Hamburg & Co.	Westphalia	A. L.	22, Nov.
Rotterdam, Hamburg & Co.	Macdonald	A. L.	25, Nov.
Copenhagen, Gothenburg and Baltic Ports	Ceylon	A. N. Co.	15, Jan.
Rotterdam & Hamburg, & Co.	Arabia	H. A. L.	23, Nov.
Marseilles and Hamburg, & Co.	Uckermark	H. A. L.	28, Nov.
Rotterdam, Emden & Hamburg & Co.	Sambha	P. & O.	22, Nov.
London, via Usual Ports of Call	Devanha	P. & O.	22, Nov.
London, Rotterdam & Antwerp	Denbighshire	P. & O.	22, Nov.
London & Antwerp via S'pore & Co.	Nubia	P. & O.	22, Nov.
Havre & Hamburg & Co.	Segovia	H. A. L.	2, Dec.
N'les, G'oa, A'ra, G'tar, S'ton	P. E. Fried.	M. & Co.	2, Dec.
Marseilles, via Saigon, S'pore, Colombo, Port Said	Amazona	M. M.	2, Dec.
Marseilles, London & Antwerp via Singapore & Co.	Mishima M.	N. Y. K.	3, Dec.

NEW YORK SAN FRANCISCO AND CANADA.

New York	C. of Baroda	B. L. L.	25, Nov.
San Francisco	Indramayo	J. N. Co.	27, Nov.
V'toria, B.C., T'ma via Japan & Vancouver	Tacoma M.	O. S. K.	27, Nov.
Vancouver, Seattle and/or Tacoma & P'land Or.	Sithonia	H. A. L.	27, Nov.
Vancouver, via S'hai Japan etc.	E. of India	C. P. R.	27, Nov.
San F'co via Manila & Japan & Co.	Persia	P. M. Co.	25, Nov.
San F'co via S'hai & Japan & Co.	Korea	P. M. Co.	9, Dec.
V'toria, B.C. & T'ma via S'hai & Japan & Co.	Panama M.	O. S. K.	10, Dec.
San Francisco via Manila & Japan & Co.	Hongkong M.	T. K. K.	28, Nov.
Victoria, B.C., & Seattle via Shanghai, & Co.	Aki M.	N. Y. K.	2, Dec.
T'te, Fiume, V'ce, via S'pore etc.	Nippon	S. W. Co.	2, Dec.
Boston and New York	Muncaster C.	D. & Co.	5, Dec.

AUSTRALIA.

Australian Ports via Manila	P. Wald.	M. & Co.	29, Nov.
Australian Ports via Manila	Empire	G. L. Co.	22, Nov.
Australian Ports via Manila	Taiyuan	B. & S.	2, Dec.

SINGAPORE COAST PORTS AND JAPAN.

Yokohama, Kobe and Moji	Fukuta	J. M. Co.	Q. deep.
Yokohama, Kobe and Moji	Tjitarom	J. C. J. L.	Q. deep.
Batavia, Cheribon, Samarang & Co.	Tjibodas	J. C. J. L.	Q. deep.
Mexican, Peruvian and Chile Ports via Japan	Amoy M.	T. K. K.	3, Dec.
Shanghai, Y'hama, Kobe & Moji	Tjiki	J. O. J. L.	Q. deep.
Manila, Mangarin, Iloilo & Cebu	Canon	A. N. Co.	2, Dec.
Singapore, Penang & Calcutta	Zafro	S. T. Co.	22, Nov.
Shanghai	Lovat	J. M. Co.	22, Nov.
Singapore, Penang and Calcutta	Africa	S. W.	1, Dec.
Jessellton, Kudat and Sandakan	Kutsang	J. M. Co.	29, Nov.
Y'hama and Kobe via Shanghai	orneo	M. Co.	2, Dec.
Shanghai	E. F. Perind	S. W.	29, Nov.
Manila	Assaye	F. & O.	20, Nov.
Kobe & Yokohama	Loongsang	J. M. Co.	22, Nov.
Shanghai & Tsingtau	Atsuta M.	N. Y. K.	20, Nov.
Shanghai, Kobe & Y'hama	Lu Chow	B. & S.	20, Nov.
Shanghai, Kobe & Y'hama	Chenau	B. & S.	22, Nov.
Shanghai, Moji, Kobe & Y'hama	Haiyang	D. L.	21, Nov.
Shanghai, Y'hama, Kobe & Moji	Kutshang	J. M. Co.	29, Nov.
Amoy and Takao via Swatow	Coblenz	M. & Co.	10, Dec.
Amoy	Chena	B. & S.	22, Nov.
Swatow, Amoy and Fochow	P. Alice	M. & Co.	26, Nov.
Singapore, Penang & Calcutta	Bambay M.	N. Y. K.	24, Nov.
Tientsin	Luzon Maru	O. S. K.	26, Nov.
Shanghai, Kobe & Yokohama	Kueichow	B. & S.	25, Nov.
Shanghai, Kobe & Moji	Altmark	H. A. L.	22, Nov.
Shanghai, Kobe & Y'hama	Gregory A.	D. S. Co.	24, Nov.
S'hai, Nagasaki, Kobe & Y'hama	Hakata M.	N. Y. K.	24, Nov.
Shanghai	P. Alice	M. & Co.	26, Nov.
Shanghai, Moji, Kobe & Y'hama	Anhui	B. & S.	27, Nov.
Shanghai, Y'hama, Kobe & Moji	Simla	P. & O.	28, Nov.
Amoy and Takao via Swatow	Ceylon	A. N. Co.	14, Dec.
Amoy	South Maru	O. S. K.	26, Nov.
Swatow, Amoy and Fochow	Haikan	D. L. Co.	25, Nov.
Manila, Mangarin, Iloilo & Cebu	Rubi	S. T. Co.	3, Dec.
Batavia, Cheribon, Samarang & Co.	Tjipanas	J. C. J. L.	Q. deep.
Haiphong	Sungkiang	B. & S.	23, Nov.
Yokohama, Kobe, and Moji	Laisang	J. M. Co.	20, Nov.
Tientsin via Weihaiwei	Chipshing	J. M. Co.	23, Nov.
Manila, Cebu and Iloilo	Chihua	B. & S.	26, Nov.
Singapore, Penang and Calcutta	Torilla	D. S. Co.	30, Nov.
Tientsin	Kumsang	J. M. Co.	3, Dec.
Shanghai & Tsingtau	Pakhoi	B. & S.	22, Nov.
Shanghai, Kobe & Yokohama	Yingchow	B. & S.	29, Nov.
Swatow, Amoy & Fochow	Polynesten	M. M.	1, Dec.
Swatow, Amoy & Fochow	Haiyang	D. L. Co.	21, Nov.
Batavia, Cheribon, Samarang, & Co.	Hatching	D. L. Co.	28, Nov.
S'pore, Pang, R'gon & C'outa	J. O. J. L.	Q. deep.	29, Nov.
	Sanuki M.	N. Y. K.	29, Nov.

S.O.A.E.O.

FAR EAST OXYGEN & ACETYLENE CO., LTD.

AUTOGENOUS WELDING.

Repair of boilers and hulls, welding of cracks. Renewing of corroded plates by addition of metal. Welding of broken pieces or any kind of metal.

OFFICE: St. George's Building, 3rd Floor. Telephone 1033. [4]

WING KEE & CO.

47-49, Connaught Rd.

SHIP CHANDLERS

PROVISION & COAL

MERCHANTS

Hongkong, 3rd October, 1913

BOLINDERS CRUDE OIL MOTORS.

MARINE MOTORS, DIRECT REVERSIBLE.

STATIONARY MOTORS, FOR ALL PURPOSES.

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ULDERUP & SCHLUTER,

HONGKONG.

REPRESENTATIVES FOR J. & C. G. BOLINDERS, A. B.

STOCKHOLM.

FOR CHINA, FORMOSA, AND PHILIPPINE ISLANDS.

MOVEMENTS OF STEAMERS.

VESSELS ADVERTISED TO DEPART TO-MORROW.

For	Vessels.
Shanghai	Loksang
Strait	Daucalion
Fort Bavard	Hue
Vancouver	Empress of India
Shanghai	Luohow

VESSELS ADVERTISED TO ARRIVE TO-MORROW.

From	Vessels.
Weihaiwei	Chipshing
Weihaiwei	Suisang
Shanghai	Den of Airle

CANADIAN MAIL.

The C. P. R. s.s. EMPRESS OF ASIA left Vancouver on the 5th November, at a.m.

The C. P. R. s.s. EMPRESS OF JAPAN arrived at Vancouver on the 12th instant, between 8 and 10 p.m.

AUSTRALIAN MAIL.

The E. & A. s.s. ST. ALBANS from Sydney left Port Darwin on the 13th inst. for this port (via Timor & Manila), and may be expected to arrive here on or about the 22nd inst.

The T. G. M. s.s. COBLENZ left Sydney on the 15th instant, at 2 p.m. and may be expected here on or about the 8th December.

GERMAN MAIL.

The I. G. M. s.s. GNEISENAU which left here on the 16th Oct. arrived at Genoa on the 13th inst. at 2 p.m.

The I. G. M. s.s. YOROK which left here on the 13th instant, at noon arrived at Shanghai on the 16th instant, at noon.

The I. G. M. s.s. PRINCESS ALICE carrying the German Mails with dates from Berlin of the 23rd October, left Colombo on the 16th inst. p.m. and may be expected here on or about the 27th instant.

AMERICAN MAIL.

The s.s. PERSIA will sail from Hongkong on the 24 inst. at 5 p.m. for San Francisco, via Manila, Nagasaki, Kobe, Yokohama and Honolulu, instead of 12 o'clock noon on the 25th instant as previously planned.

ENGLISH MAIL.

The P. & O. s.s. ASSAYE left Singapore for this port on the 16th instant, at 5.30 a.m. with the outward English Mail, and is due here on the 21st instant, at about 6 a.m.

MERCHANT STEAMERS.

The s.s. GLENSTRAE passed the Suez Canal on the 23rd ult. for Hongkong via Straits.

The N. Y. K. s.s. HITACHI MARU (European Line) left London for this port via ports on the 25th ult. and is expected here on the 3rd December.

The Ben Line s.s. BENLEI from Leith, Middlebro' and London, left Singapore, for this port, on 20th instant, and may be expected to arrive here on or about 5th proximo.

The N. Y. K. s.s. SADO MARU (American Line) left Seattle for this port via ports on the 4th November, and is expected here on the 7th December.

The American and Manchurian Line s.s. KAFUE left New York on the 10th October and is due here on or about 25th November.

The I. O. S. N. s.s. CHIPSHING from Weihaiwei is due at Hongkong on the 20th November.

VESSELS IN PORT.

Steamers.

Triumph, Br. battleship 119, P. Streetfield, M. V. O. 5th instant.

Tungshing, Br. s.s. 1,172, L. F. C. Hussey, 7th instant—Bangkok 30th Oct.

Rice—J. M. & Co.

Sophie Rickmers, Ger. s.s. 2,202, H. Bahe 8th instant—Kantau 2nd instant

Gen.—M. B. K.

Mexico City, Br. s.s. 3,170, N. A. Starke, 11th instant—Guaymas Mexico 11th October Gen.—E. H. F.

Hanyang, Br. s.s. 1,250, J. Ogan, 12th instant—Samang 1st instant

Super—B. and S.

Empress of India, Br. s.s. 3,032, W. Davison R.N.R. 13th instant—Vancouver Gen.—O.P.R.

Indrakul, Br. s.s. 2,934, 8th instant—Gen.—O.P.R.

Pacting, Br. s.s. 1,190, W. J. Barnes, 14th instant—Swatow 13th instant, Ballast—B. and S.

Childar, Nor. s.s. 1,102, H. Horth, 14th inst.—Macassar 4th instant, Sugar—T. C. J. L.

Pakhoi, Br. s.s. 1,222, G. Gibbs, 15th inst.—Chingwantao 7th instant, Gen.—B. and S.

Kaio Maru, Jap. s.s. 1,293, Y. Yamamoto 15th instant—Fochow Gen.—O.S.K.

Lookum, Ger. s.s. 1,020, P. Probe, 16th instant—Bangkok, 6th instant, Rice and Meat—B. and S.

Changchow, Br. s.s. 1,204, H. Trowlidge, 16th inst.—Tientsin 13th inst.

Gen.—B. and S.

Haldia, Nor. s.s. 1,065, J. Jagsen, 16th instant—Samang Sugar—J. C. J. L.

Derwent, Br. s.s. 1,562, J. Jenkins, 16th instant—Samang 4th instant, Sugar—Chinese

Kumano, Jap. s.s. 3,104, M. Winkler, 17th instant—Manila 13th instant, Gen.—N. Y. K.

Fookang, Br. s.s. 1,987, T. A. Mitchell, 17th instant—Singapore 10th instant, Gen.—J. M. & Co.

Moshim Maru, Jap. s.s. 6,540, M. Yagi, 17th instant—Japan 14th inst. Sea products—N. Y. K.

Hue, Fr. s.s. 710, A. Corneille, 17th instant—Haiphong 16th instant, Gen.—A.R. Marty.

Levat, Br. s.s. 3,901, R. Glegg, 17th inst. Moji 12th instant, Gen.—J. M. & Co.

Perala, Br. s.s. 2,744, J. Hill, 17th inst.—San Francisco 18th instant, Gen. P. M. & Co.

Yunnan, Br. s.s. 1,245, G. Eddy, 17th inst.—Tientsin, Gen.—B. and S.

Halmur, Br. s.s. 541, J. W. Evans, 18th inst.—Swatow 17th inst. Gen.—D. L. & Co.

Dingwall, Br. s.s. 1,365, E. Jones, 18th instant—Bangkok 9th instant, Rice—Bunnell & Co.

Waishing, Br. s.s. 1,170, G. S. Glenwood, 18th instant—Bangkok, 10th instant, Rice—J. M. & Co.

Doncatoon, Br. s.s. 4,476, G. Moir, 18th instant—Shanghai 15th instant, Gen.—B. and S.

Kutsang, Br. s.s. 4,359, R. O. D. Bradley, 18th instant—Moji 12th instant, Gen.—J. M. & Co.

Loongsang, Br. s.s. 1,004, W. G. G. Leant, 18th instant—Manila 15th inst. Gen.—J. M. & Co.

Ajax, Br. s.s. 4,477, T. S. Thomson, 18th instant—Victoria B.C. 15th Oct. Gen.—B. and S.

Laisang, Br. s.s. H. E. Gieroy, 18th inst.—Singapore, Gen.—J. M. & Co.

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Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama:

Allmark	22nd Nov.	O.J.D. Ahlers	9th Jan.
Sithonia	23rd Nov.	Saxonia	11th Jan.
Emden	15th Dec.	Spezia	25th Jan.
Silesia	3rd Dec.	Scandia	9th Feb.
Preussen	27th Dec.		

HOMEWARD.

For R'dam, Bremen & Hamburg:	Arabia	23rd Nov.	For R'dam Hamburg & Antwerp:	Brasilia	15th Dec.
For Y'hai, S'hai and/or T. & P. (Or.)	Sithonia	27th Nov.	For Havre, Emden & Hamburg:	Istria	17th Dec.
For Marseilles, Havre & H'burg:	Uckermark	29th Nov.	For Havre, Bremen & H'burg:	Altmark	

Commercial.

South-East Borneo Rubber.

The report of the South-East Borneo Rubber Plantations, Ltd., for the year ended March 31, states that the manager reports that the area planted up to March 31 last was 860 acres. Mr. Egges Post, who visited the property in July, reports that the estate is in good order and the new clearings show good growth, few supplies being necessary. He also states that the tapping has been carefully done, very little wounding being noticeable and not too much bark used. The crop secured for the year amounted to 20,092 lbs., against an estimate of 13,000 lbs., costing f.o.b. 1s. 18d. per lb. for the portion sold. This crop was secured from 18,000 trees, 9,000 of which came into the tapping round in November. The estimate for the current season is 50,000 lbs. It is not proposed to extend the cultivated area at present. The directors consider that it will be necessary for the company to have at its disposal a further sum of about \$5,000 to carry on the estate, and they now have under consideration steps to be taken for raising this amount. They anticipate that this money will be sufficient without making any further financial arrangements.

Malaka Pinda Rubber.

The third annual meeting of the Malaka Pinda Rubber Estates, Ltd., was held on November 10 at the registered offices of the company, Singapore. Mr. Lee Choon Guan presided over a fairly good attendance of shareholders.

In proposing the adoption of the report and accounts, the chairman said:

Gentlemen, the report and accounts having been in your hands for the usual period, I will now take them as read. Before moving the usual resolution, I will add a few words by way of explanation and comment. In accordance with the directors' recommendation last year, the sum of \$15,000 was placed to reserve account in view of the continued depressed state of the rubber market, your directors have thought it advisable to write off that reserve to property account, and also a further sum of \$35,000 out of the year's profits. Sufficient is left, however, to enable us to declare a final dividend of 3 per cent. (making 8 per cent. for the year), and to carry forward a sum of little over \$6,000. I trust this policy has your approval. The loan of \$20,000 appearing in last year's balance sheet has been wiped out by payment in fully paid shares in the company, as mentioned in the chairman's speech at the last annual general meeting, and the capital of the company now therefore stands fully subscribed at \$450,000.

As regards the working of the estates during the current year, the general manager estimates that the cost of tapping will be considerably reduced by the adoption of the Malacca Planters' Association's scale of wages, and as the estates are now practically clean-weeded, much less money will be expended on weeding. The estimated output for the current year is 190,000 lbs. So far, it has been as follows:—September, 15,000 lbs., October, 15,000 lbs.

Then as regards directors' fees. Through an oversight, the sum of \$2,940.75 was set aside last year as directors' remuneration in accordance with clause 83 of the company's articles of association. The mistake has, however, been adjusted in this year's accounts, the directors being credited with \$1,000 for last year and \$3,488.66 for this year's fees. The Company has been in existence three years, and the total amount set aside for directors' remuneration during that period is \$4,488.66, or say an average of little less than \$1,500 per annum divided among six directors. A shareholder has written expressing disapproval of clause 83 above-mentioned, and appears to think that the directors are making a very handsome thing out of the company in fees. Not content with simply expressing disapproval, he has been good enough to say that, morally speaking, the directors should not take the fees already provided for in the company's articles of association, without first asking the consent of the shareholders. With all due respect to his superior judgment, I think he is taking an erroneous view of the matter. When there is need for it, the directors will, of their own initiative and in such manner as they may deem proper, reduce the amount of the fees they are entitled to under clause 83. I now move, "that the report of the directors, together with the statement of the company's accounts, as presented to August 31, 1913, duly audited, be received, approved and adopted." Before putting the resolution to the meeting, I shall be glad to answer any questions that any shareholder may wish to ask.

There being no questions the motion was seconded and carried. Messrs. Evans and Co. were re-elected auditors and Messrs. Chi Kang-cheng and Tan Cheng-lock, directors.

Tai Ping Rubber Estates, Ltd. The statutory meeting of the Tai Ping Rubber Estates, Ltd., (1913), was held at the Palace Hotel, Shanghai, on November 13. Mr. B. A. Clarke presided, and the attendance included Messrs. J. Frost and E. S. Kadoorie (directors). The total number of shares represented was 70,244.

The Chairman said:—Gentlemen, the statutory report was posted to shareholders on November 1 and has no doubt had your attention. From the report you will see that the total number of shares allotted to shareholders was 125,731 and that the total amount received in cash by the Company in respect of shares issued was Tls. 44,209, representing in all a full capital of the Company of Tls. 200,000. A complete list of the shareholders is now on the table for any one who wishes to inspect same.

This meeting is called in accordance with Section 68 of the Companies Ordinance 1911, but before asking you to pass the statutory report I should like to make a few remarks in connection with the estate since the annual general meeting.

The financial year of the Company would have ordinarily ended on September 30, but your Board of Directors considered it advisable, when arranging the reconstruction, to make it more convenient for everybody that the financial year should end with the calendar year, so that the new company's first year will therefore end on December 31, 1913.

Since the reconstruction was assured and the Company were in funds your directors took advantage of the position to bring the estate into first class order and I am now pleased to say that this has been done and the planting up of the full area duly completed.

The various work on the estate has been carried out to the satisfaction of Mr. Webster, who recently returned from the F.M.S. and the Board have been duly informed by him of the satisfactory condition of the Estate, and though there has been a big slump in rubber your Board hope that with the end of the present financial year they would be able to make a start in the way of paying a dividend.

The reports which we receive monthly from Mr. Lesler, the manager, are quite satisfactory and we think the Company have now an estate which will prove a satisfactory investment to all shareholders.

With regard to the output of rubber, the prospects for same, exceeding the estimate, are now assured. The estimate for the year was 36,000 lbs. and up to October 31, viz: the first ten months of the year, we have harvested 38,650 lbs., so that with the present month's and December's productions we hope that the total will be at least 48,000 lbs., which will be 12,000 lbs. over the original estimate.

Gentlemen, this is all I have to say, but before asking you to pass the Report I will be pleased to answer any questions to the best of my ability.

No questions were asked, and on the proposition of the Chairman, seconded by Mr. E. S. Kadoorie, the report was unanimously approved.

The liquidator's report was later read by Mr. G. H. Thomson.

Shanghai Freight Report. Messrs. Wheelock and Co.'s freight market report, dated Shanghai November 13, states:—Our homeward freight market has been fairly active during the past fortnight and seeds have started moving from Hankow in fair quantities; otherwise there is no change to report as far as Shanghai and Tientsin are concerned.

Costwise:—The same state of affairs prevails here as when we last wrote—tonnage open for trip charter is difficult to find and is likely to remain so until the closing of the Northern Ports when we expect to see a certain amount of vessels thrown on the market and rates to become a little easier.

GO-AHEAD SYDNEY.

Development of Chief Australian Port.

Not only the shipping community but all who are engaged in Australian trade have an interest in the announcement that Sydney, the capital of New South Wales, and the principal port of Australasia, is to embark upon a most important scheme of development and improvement.

The work is to cost 6½ millions sterling, and will take something like ten years to complete. The improvements, the *Evening Standard* is informed, include the construction of 42,600 ft. of new wharfage, and the deepening of the Western entrance to the harbour to 40 ft. The Eastern channel has already a minimum depth of 40 ft. at low water, and when the work of deepening the Western channel is completed, the port will be in the unique position of having separate incoming and outgoing deep ship channels.

Already the Sydney Harbour Trust has done a great deal towards making Sydney one of the most up-to-date ports in the world. The expenditure up to the close of last year was about seven millions sterling. The old wharves have been practically reconstructed and new wharves and sheds erected; and the new scheme provides berthing accommodation for the whole of the State and inter-State fleet, as well as for eighteen or twenty of the largest ocean-going steamships, having a burthen of some 200,000 or 250,000 tons.

The great ocean liners from Europe and the East now berth at Circular Quay, at the head of Sydney Cove, where there is a wharf 1,300 ft. in length, and the American liners at Woolloomooloo Bay, where there is a wharf 3,000 ft. in length. There are also wharves for cargo boats in Darling Harbour, Pyrmont and Blackwattle Bay, and all along the eastern side of Sydney. The total length of wharves and quays belonging to the port is twenty-three miles.

The importance of Sydney from a shipping point of view may be gathered from the fact that the value of the goods imported and exported during last year amounted to nearly \$80,000,000, the deep-sea trade representing a value of \$65,300,000, of which \$28,400,000 fell to the share of the United Kingdom, \$11,100,000 to that of British possessions, and \$25,800,000 to foreign countries.

During the last ten years the tonnage of vessels entering the port has more than doubled. For the year ending June last it was 8,714,082 tons, an increase of 522,970 on the previous twelve months, and greater than the ports of Glasgow, Hull or Plymouth in 1911.

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